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Transportation and Travel UNIT MOVEMENT PLANNING

Summary. This regulation defines responsibilities of planners at all levels of command and gives procedures for preparing generic unit movement plans. It also identifies installations' responsibilities for Port Support Activities and Arrival/Departure Airfield Control Group Support in contingencies and exercises. Duties of the Unit Movement Coordinator/Defense Movement Coordinator and the Unit Movement Officer are also outlined herein.

Applicability. This regulation applies to the Active Army (AC), the Army National Guard (ARNG), and the US Army Reserve (USAR) in CONUS, Puerto Rico, and U.S. Virgin Islands. When the term Reserve Component (RC) is used in this regulation it applies to both ARNG and USAR.

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Suggested improvements. The proponents of this regulation are HQ FORSCOM, DCSLOG; and Chief, NGB. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to CDR, FORSCOM, ATTN: AFLG-P2L-T,

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*This regulation supersedes FORSCOM/ARNG Regulation 55-1, dated 1 October 1997.

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Chapter 1

General

1-1. Purpose

This regulation prescribes policy and assigns responsibilities for planning and executing unit moves. Governing regulations include AR 10-42, AR 220-10, the Army Mobilization Planning and Execution System (AMOPES), FORSCOM Mobilization and Deployment Planning System (FORMDEPS) and other directives listed at Appendix A. The FORSCOM Commander's Policy states that in the deployment process, movement of units after selection and tailoring is the responsibility of the installation commander using his installation staff. The goal is to unburden the tactical commander with detailed movement requirements and allow him to focus on the supported commander in chief (CINC) requirements. The installation commanders have the authority to task both Active Component (AC) and Reserve Component (RC) units to perform specific unit movement functions outlined in this regulation. This regulation also authorizes direct coordination for planning among Regional Support Commands (RSC)/Direct Reporting Units (DRU), garrison Support Units Unit (GSU), State Area Commands (STARC), installations, and units. This regulation will take precedence whenever conflicts arise with other FORSCOM directives.

1-2. References

References are listed in Appendix A.

1-3. Definitions and Acronyms

Definitions and acronyms are listed in the glossary.

1-4. Scope

This regulation applies to all unit movements conducted during peacetime and contingencies. These movements include, but are not limited to, the following:

- a. Mobilization and deployment operations to include military operations other than war (MOOTW).
- b. Joint Chiefs of Staff (JCS) directed or coordinated exercises.
- c. Emergency Deployment Readiness Exercises (EDRE) and Sealift Emergency Deployment Readiness Exercises (SEDRE).
- d. Temporary Change of Station (TCS).

e. Annual Training (AT), exercises, and inactive duty training of the Reserve Component (RC).

f. Permanent Change of Station (PCS).

1-5. Concept of Unit Movement Planning

a. Movement plans are prepared to execute a move. Mobilization movement plans govern movement from home station (HS) to mobilization station (MS). Deployment movement plans govern movements from MS to air or seaports of embarkation. RC units will develop mobilization movement plans. Active Component (AC) units will develop deployment movement plans. RC units will develop deployment plans, if directed in writing by the mobilization station. This requirement will include written guidance provided to the RSC/DRU/STARC who will in turn forward it to the units. Movement plans are prepared at various levels of command. They are prepared to address mobilization, deployment, redeployment, and demobilization and must consider operational and logistics planning movement parameters. Units will develop unit movement plans based on MS guidance, scenario driven regional contingencies/OPLANs, and identified strategic aerial/seaports. Chapter 5 addresses preparation of movement plans. Appendix H provides the format for a unit movement plan.

b. Unit Movement Data (UMD) is a list of equipment and supplies the unit plans to deploy to accomplish its mission. It includes the transportability data necessary to plan the move. Movement can be severely affected without valid UMD. Planning UMD is kept on file and updated periodically. The printed, formatted listing is called the Automated Unit Equipment List (AUEL). It reflects current on-hand equipment. When the unit is alerted for an actual mission, their AUEL is updated and tailored for the specific movement. The execution UMD is provided as a printed report called the Deployment Equipment List (DEL).

c. Commanders of deployable units will ensure unit movement data (UMD) is kept updated. Units will update their UMD annually and as significant changes occur. The exception is Division Ready Brigades (DRB) and their respective combat support (CS) and combat service support (CSS). These units will update NLT five days prior to each mission assumption. Updates will be submitted through the installation Unit Movement Coordinator (UMC) to FORSCOM using the Transportation Coordinator Automated Command and Control Information System (TC ACCIS). TC ACCIS is the system of record for UMD capture and reporting. Installations

will not send DRB updates to FORSCOM unless directed. After redeployment or demobilization, the movement is not complete until the UMD has been updated. UMD updates for exercises will be IAW published exercise directives (See FORSCOM Reg 55-2 for guidance).

NOTE: TC ACCIS is programmed to be replaced by a joint system called the Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) in 2001.

d. Mobilization Movement Control (MOBCON) is the DA-approved program, managed by the National Guard Bureau (NGB), designed to centrally control and provide intransit visibility for all Army convoys in CONUS. The Defense Movement Coordinator (DMC) in each state deconflicts Active and Reserve Component unit requests for movement using the MOBCON software. Participation by the other Services is voluntary.

1-6. Security

a. Movement Plans and Data.

(1) Movement plans and related data are usually unclassified. When set against specific objectives the plan may become classified.

(2) Mobilization plans are not classified.

(3) Force size alone does not classify movement plans or data. However, access to plans should be limited to those who have a need to know.

b. Physical Security of Arms, Ammunition, and Explosives (AA&E). Unit moves will adhere as closely as possible to the standards set forth in AR 190-11, paragraphs 7-9 and 7-19 and DoD Reg 4500.9-R, Part II, Cargo Movement.

c. Movement of Secret, Confidential, and Sensitive Material. Unit moves will require protection equivalent to that required by commercial carriers. See DoD Reg 4500.9-R, Part II.

1-7. Safety During Exercise and Deployment

FORSCOM and derivative plans and orders will state any specific safety provisions to be waived to achieve realism in training, and during deployments, to allow arrival of forces with necessary ammunition, explosives, fuel and other hazardous materials to accomplish combat missions. During operations in noncombatant areas, commanders will comply with all peacetime safety requirements not specifically waived.

Chapter 2

Functions and Responsibilities

2-1. U.S. Army Forces Command

Commander, U.S. Army Forces Command (FORSCOM), will --

a. Develop and publish unit movement planning and execution guidance to allow commanders at all levels to understand their roles in the collective process. The guidance is intended to establish flexible parameters for decision-makers while, at the same time, ensuring consistency in application of policy.

b. Serve as lead operational authority when designated by U.S. Joint Forces Command (USJFCOM) for Military Assistance to Civil Authorities (MACA)

c. Coordinate unit movement requirements with units, installations, United States Transportation Command (USTRANSCOM) and its Transportation Component Commands (TCCs), OCONUS theater commanders and other deployment community members for JCS exercises and contingencies.

d. Maintain the Department of the Army (DA) master file of standard UMD and prescribe reporting procedures for Army units in the Continental United States (CONUS), Puerto Rico and the Virgin Islands to support strategic planning and movement execution. Maintain UMD and prescribe reporting procedures for exercise movements, contingencies, and joint operations.

e. Maintain the DA master file of standard equipment transportability characteristics for Army table of organization and equipment (TOE).

f. Maintain an automated interface by means of the Global Command and Control System (GCCS) with the Joint Operation and Planning and Execution System (JOPES).

g. Generate movement characteristics data for Army type units for inclusion in the JCS type unit characteristics (TUCHA) data file used in OPLAN development/JOPES.

h. Provide guidance and assistance to installations and units in UMD maintenance and reporting for mobilization and deployment.

i. Provide staff management and assistance for development and implementation of special transportation strategic mobility automation systems and non-tactical transportation systems within the command and control mission responsibility of FORSCOM.

j. Determine the Army Strategic Mobility Program (ASMP) railcar allocation for prepositioned transportation requirements.

k. Ensure the Emergency Highway Traffic Regulation (EHTR) interests are coordinated for all DoD installations and activities. Ensure coordination includes Military Traffic Management Command Transportation Engineering Agency (MTMCTEA).

l. Serve as the CONUS AC/USAR unit validator for Special Assignment Airlift Missions (SAAM) to Commander, Military Traffic Management Command (MTMC) and as validator for JCS exercise airlift/sealift requirements for all CONUS Army unit movements.

m. Review and approve unit/installation requests for explosives safety waivers generated by movement requirements.

2-2. Continental United States Armies (CONUSA)

CONUSA commanders will --

a. Provide supplemental guidance as necessary to assist installations and RC units in development of movement plans and data for contingencies and JCS exercises. Guidance issued in the form of a supplemental regulation (guidance other than local command message/memo) will be submitted to FORSCOM for approval prior to publication.

b. Ensure that RC mobilization and RC deployment plans, if required, are maintained by the unit with a copy of select support documentation from the plan provided to the UMC, Supporting Installation/ Coordinating Installation (SI/CI), and MS. See para 2-9d for list of prepositioned documents.

c. Provide assistance for coordination of RC unit movement plans within geographical areas of responsibility to ensure supportability by all commands concerned.

d. Review and approve installation mobilization plans.

e. Ensure installations tasked with providing the Port Support Activity (PSA) in Appendix B have an Intraservice Support Agreement (ISA) with the MTMC Deployment Support Command (DSC) in support of the appropriate Transportation Terminal Brigade/Battalion (TTB) or active MTMC command. Terminal commanders will maintain ISA and coordinate changes/updates directly with installations.

f. Assist the STARC/RSC/DRU with unit movement planning and training programs. Training will include AUEL submission procedures.

g. Maintain, coordinate and publish an EHTR plan jointly with the STARC Defense Movement Coordinator (DMC). The plan will be coordinated

with MTMCTEA and all involved Department of Defense (DoD) installations and activities. It will be in place and ready for implementation when directed by FORSCOM.

h. Coordinate with each installation for maintenance of a 24-hour point of contact which police and/or State Movement Control Center (SMCC) personnel may call for emergency service.

i. Ensure DMCs/UMCs are properly trained in unit movement planning concepts, techniques, and responsibilities.

j. Provide training assistance to DMCs/UMCs for training unit movement officers (UMOs.)

k. Provide a port liaison representative at the SPOEs/SPODs to assist the port commander, installations and deploying/redeploying units. The Port Liaison representative will --

(1) Coordinate with CONUSAs, installations, PSAs and port commanders to determine the final destination for unit equipment arriving at the SPOD during redeployment.

(2) Assist the port commanders to reroute RC cargo.

(3) Coordinate actions between visiting unit representatives and the port commander.

(4) Report to the respective CONUSA Emergency Operation Center problems with movement of unit equipment.

(5) Provide information to the CONUSA on the equipment condition of each ship unloaded.

(6) Provide status on custom clearance activities.

l. Provide staff management assistance to Training Support Brigades (TSB).

2-3. U.S. Army Training Support Brigade (TSB)

Commanders, TSBs will provide technical assistance and training to units, movement staffs, and UMOs in conjunction with the UMCs/DMCs in preparing unit movement plans and reporting UMD (replaced Readiness Groups).

2-4. United States Army Reserve Command (USARC)

The USARC will --

a. Ensure the execution of USAR unit operations and resource elements to perform training in compliance with this regulation and FORSCOM training regulations.

b. Provide transportation guidance to RSC/DRU on the movement of individuals and units to Annual Training (AT) sites/exercises.

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c. Ensure USAR units comply with convoy movement policies and procedures. Publish Convoy Commander's Guide, USARC Pamphlet 56-1.

d. Ensure the training of RSC/DRU on the principles and procedures of convoy operations and movement control.

e. Assist USAR units in developing movement plans and data for contingencies, exercises, and mobilization IAW FORMDEPS and this regulation.

f. Ensure timely submission of movement requirements/updates for exercises, contingencies, and annual UMD updates by subordinate units IAW FORSCOM Reg 55-2.

g. Ensure proper procedures are used for submitting UMD to FORSCOM.

h. Ensure USAR units maintain approved unit movement plans.

i. Review and approve DRU movement plans.

j. Ensure adequate training is provided to USAR UMCs and UMOs.

k. Assist GSUs with requirements in conjunction with assigned installation.

2-5. Regional Support Commands/Direct Reporting Units (RSC/DRU)

Commanders, RSC/DRU, will --

a. Appoint an individual in writing to perform UMC functions as primary duty. Individual selected must be an officer, senior NCO (E-6 and above), or military technician/dual status civilian (GS-9 and above), have experience or be branch qualified in transportation, possess a secret clearance and have a minimum of two years retainability.

b. Ensure MSCs establish procedures for reviewing, validating, approving, and coordinating subordinate unit mobilization movement plans every two years. Formal coordination includes forwarding movement plan documents listed in para 2-9d to the installations. Ensure plans are comprehensive.

c. Evaluate assigned units' abilities to mobilize and deploy.

d. Establish procedures to train USAR UMOs in movement planning concepts, techniques, hazardous material (see Appendix K) and data collection.

e. Ensure timely submission of movement requirements/updates for exercises, contingencies and annual UMD updates by subordinate units IAW FORSCOM Reg 55-2.

f. Review and forward requests for convoy clearances to the state DMC (state in which the convoy originates) or delegate responsibility to the MSC (if delegated, the MSC can coordinate directly with the DMC).

g. Provide CONUSA with copies of movement planning and training guidance for review, (i.e., memorandums, SOPs, pamphlets and regulations), as requested.

h. Ensure USAR units maintain approved unit movement plans.

i. Ensure deployment movement plans (if required by the MS) are forwarded to the MS UMC every two years.

j. Review and approve MSC mobilization movement plans.

2-6. United States Army Reserve Major Subordinate Commands (USAR MSC)

The USAR MSCs will--

a. Review and approve Mobilization Movement Plans every two years.

b. Review updated UMD annually.

c. Review and forward requests for convoy clearances to the DMC, if RSC/DRU delegates authority,

2-7. National Guard Bureau (NGB)

The NGB will--

a. Provide transportation guidance to STARCs on the movement of individuals to AT.

b. Ensure ARNG units comply with convoy movement policies and procedures.

c. Provide the resources to ensure ARNG units are properly trained on the procedures and principles of convoy operations and movement control.

d. Provide training and technical assistance to the state DMCs on unit movement planning concepts, techniques, and responsibilities.

e. Provide training assistance to DMCs for training UMOs.

f. Assist STARCs in developing movement plans and data for exercises, contingencies, joint operations and mobilization

g. Ensure timely submission of UMD updates IAW FORSCOM Reg 55-2.

h. Provide guidance to ensure adequate training exists for UMOs and DMCs.

i. Provide support to civil authorities during emergencies (floods, natural disasters, etc.)

j. Serve as proponent for the MOBICON Program.

k. Develop transportation policy ICW FORSCOM regarding convoy clearances and special hauling permits.

l. Maintain updated telephone listing of DMC's for inclusion in the Directory of Highway Permit Officials and MOBICON Coordinators.

2-8. State Area Commands (STARC)

The Adjutants General will --

- a. Appoint a DMC in writing with primary duties are outlined in Chapter 4 of this regulation. Individual selected must be an officer, possess a secret clearance, have experience or be branch qualified in transportation and have a minimum of two years retainability.
- b. Establish procedures for reviewing, validating, approving, and coordinating subordinate unit mobilization movement plans every two years.
- c. Evaluate assigned units' abilities to mobilize and deploy.
- d. Ensure deployment movement plans (if required by MS) are forwarded to the MS UMC every two years.
- e. Establish procedures to train ARNG UMOs in movement planning concepts, techniques, hazardous material (see Appendix K), and data acquisition procedures.
- f. Ensure timely submission of movement requirements/updates for exercises, contingencies, and annual UMD updates by subordinate units IAW FORSCOM Reg 55-2.
- g. Provide the CONUSA a copy of movement planning and training guidance, (i.e., memorandums, SOPs, pamphlets and regulations), as requested.
- h. Collect transportability data. The DMC will establish and supervise a data collection team to weigh and measure equipment, when requested.

2-9. Installations

Commanders of active, semi-active USARC and state-owned installations will --

- a. Appoint a UMC in writing with primary duties as outlined in Chapter 4 of this regulation.
- b. Review, approve, and coordinate assigned and tenant AC unit deployment movement plans annually. If the MS requires RC units to develop deployment plans, the MS will review and approve the plans every two years.
- c. Establish procedures for UMD maintenance and reporting as prescribed by this regulation, FORSCOM Reg 55-2 and/or operational tasking directives. Ensure both AC and RC units update annually. Ensure AC units designated DRBs and their respective CS and CSS units update NLT five days prior to each mission assumption. DRB updates will not be transmitted to FORSCOM unless directed.
- d. Maintain on file a current copy of the AUEL and UMO Appointment Memorandum from the unit movement plans.

e. Evaluate assigned units' abilities to mobilize and deploy during training exercises, EDREs, and SEDREs.

f. Coordinate transportation, movement documentation, and support requirements for unit movements with FORSCOM, installations, CONUSAs, USARC, RSC/DRUs and STARCs.

g. Assist STARCs and RSC/MUSARCs in unit movement planning and UMD reporting. This will include assistance with TC ACCIS training.

h. Establish local procedures for collecting new equipment movement characteristics IAW MTMCTEA PAM 700-1, Validation of Dimensions and Weights and Airlift Certification Procedures for Reportable Items of Equipment.

i. Maintain a PSA using guidance in Chapter 3, Appendix B, and FM 55-65, to support unit equipment throughput at the CONUS seaports. Installation assignments are provided in Appendix B and by separate FORSCOM tasking. Ensure an ISA is established with the MTMC DSC in support of the appropriate TTB/active terminal and provide a copy to the CONUSAs.

j. Maintain an Arrival/Departure Airfield Control Group (A/DACG) using guidance in Chapter 3 and DoD Reg 4500.9-R, Part III, Mobility, to support air movement of units transiting CONUS aerial ports. Installation assignments are provided in Appendix C and by separate FORSCOM tasking.

k. Plan to operate marshaling areas using guidance in Chapter 3 in support of aerial/seaport operations.

l. Develop the mobilization/deployment guidance in installation mobilization plans.

m. Ensure local procedures are established to procure, store, and issue BBPCT IAW Chapter 6.

n. Assign gates to be used for convoys, and commercial truck/bus traffic during mobilization and deployment. Coordinate with the STARC DMC to avoid conflicts with road space.

o. Coordinate with appropriate PSA to ensure correct shipping configurations of unit equipment deploying through that SPOE.

p. Provide written waivers to nondeploying RC units' requests to bring privately owned vehicles to installations, if authorized.

q. Establish explosives/munitions holding areas which comply with separation distances of AR 385-64 and DAP 385-64 for surge ammunition staging and vehicle/container uploads.

r. Forward requests for explosive safety standards waivers from through command channels to HQ FORSCOM for approval.

s. Ensure 24-hour point of contact is available for emergency service.

t. Provide units copies of the TC ACCIS-produced Advance Transportation Control and Movement Document (ATCMD) on disk for air deployment of equipment.

u. Provide units copies of the DEL on disk, if requested.

2-10. Equipment Storage Sites for RC Units

Commanders responsible for equipment storage sites, such as equipment concentration sites (ECS), weekend equipment and training sites (WETS), mobilization and training equipment site (MATES), area maintenance support activity (AMSA) will --

a. Appoint a site movement coordinator in writing to develop plans for movement of unit equipment.

b. Coordinate with owning units, SI, RSC/MUSARC, and STARC as necessary for BBPCT requirements to support movement requirements.

c. Establish external and internal SOPs for equipment recovery to address mobilization movement.

2-11. Units

Unit commanders (e.g., corps, divisions, brigades, regimental cavalry squadrons, battalions [down to company level], separate companies and detachments [split from parent organization]) will --

a. Appoint in writing an officer or senior NCO (E6 or above), with an alternate (E5 or above), to serve as the UMO at the company/detachment level. Intermediate command UMOs (IC-UMO) and alternate will be appointed at battalion level and above to coordinate and assist in the development, maintenance and evaluation of subordinate unit's mobilization/deployment plans. Separate detachments will assign individuals commensurate with their units grade structure. RC units are authorized to appoint a military technician/dual status civilian as alternate. These individuals will be trained (see Appendix K), have at least 1 year retainability in the unit, and hold at least a SECRET security clearance.

NOTE: *Recommend Company Commanders, First Sergeants, hazardous material certifier, and Mobilization Officers not be appointed UMOs*

b. Conduct and evaluate unit mobility training. Test load plans every two years for RC units and every year for AC units.

c. Maintain unit movement plans for real world contingencies and for exercise scenarios IAW this regulation and other appropriate directives. RC units must include an annex in the unit movement plan on

recovery of stored and/or hand-receipted equipment, if required.

d. Prepare ammunition load plans for each unit vehicle carrying ammunition which includes weight per DODIC and total net explosives weight in each vehicle.

e. Ensure that coordination is made between installation provost marshal, security offices and installation transportation offices on matters relating to physical security requirements for transportation and storage of AAE.

f. Ensure movement plans are submitted for approval NLT 3 months (AC)/8 months (RC) after changes of MS, major TOE change, or effective date for newly activated units. Approval authority can grant extensions.

g. Request written authorization from installations to bring privately owned vehicles for use by RC nondeploying units (RC only).

h. Maintain accurate and current UMD. Submit to FORSCOM annually and as significant transportation changes (changes in either passenger or cargo movement requirements which will increase or decrease the need for transportation equipment) occur. DRBs and their respective CS and CSS units must update NLT five days prior to each mission assumption.

i. Ensure the unit (company/detachment level) has trained personnel available and appointed in writing by the commander to certify hazardous material.

j. Designate unit load teams and ensure teams are properly trained.

k. Upon being alerted for movement, create a DEL that accurately describes all unit cargo being moved.

l. Ensure all cargo is properly marked and labeled for shipment. Units may also be tasked to identify equipment with Radio Frequency (RF) tags for intransit visibility.

2-12. Inspections/Evaluations

Plans, coordination, and reports required in this regulation will be an item of interest during higher headquarters inspections/evaluations, SEDREs/EDREs, and mobilization/deployment exercises.

Chapter 3

Installation Reception, Processing, Deployment and Redeployment

3-1. General

The FORSCOM Commander's Policy states that in the deployment process, movement of units after selection and tailoring is the responsibility of the installation commander, using his installation staff. The goal is to unburden the tactical commander with detailed movement requirements and allow him to focus on supported CINC requirements. Installations will develop mobilization/deployment/redeployment support plans and publish local procedures to implement policies addressed in this regulation.

3-2. Installation Support, Reception, Deployment/Redeployment Planning

Support installations (SI) must plan for supporting units in their AR 5-9 area of responsibility and mobilization stations (MS) must plan for the deployment/redeployment of their units. Fifteen major installations, designated Power Projection Platforms (PPP), will deploy high priority AC units and mobilize/deploy high priority RC units. Twelve additional installations, designated Power Support Platforms (PSP), will perform training base expansion missions, mobilize both individual RC soldiers and units, and plan to conduct strategic deployments. Other installations on which AC units are stationed must also plan to conduct strategic deployments. Many installations are tasked with both SI and MS missions. Installation planning will address logistical requirements affecting deploying/redeploying units and a concept of operations anticipated by the installation. Specific operational procedures will be delineated.

a. Installation reception and deployment/redeployment plans will contain procedures to receive and move units via all available modes of transportation. The installation plan will specifically address the following:

- (1) Assignment of gates/local routes for conveying units arriving or departing the installation.
- (2) Movement control procedures for arriving/departing units.
- (3) Designation of marshaling/staging areas.
- (4) Additional installation personnel, equipment and terminal facilities requirements, and acquisition/redistribution procedures.
- (5) Acquisition and storage of BBPCT material for use and reuse.

(6) Enroute maintenance support requirements/procedures.

(7) Disposition of personal property (i.e., POVs, etc.).

NOTE: POVs for deployed soldiers are stored in a secure area on the installation or in government procured commercial storage.

(8) Port Support Activity SOP if tasked by Appendix B.

(9) Arrival/Departure Airfield Control Group SOP if tasked by Appendix C.

(10) Marshaling Area SOP.

b. Installations will provide SOPs to mobilizing/deploying/redeploying units and other installation UMCs concerned.

3-3. Arrival/Departure Airfield Control Groups (A/DACG)

a. Staffing and equipment requirements will be identified in the installation peacetime and/or mobilization table of distribution and allowances (TDA).

b. Overall responsibility for the A/DACG is assigned to the installation staff. The A/DACG staff will be trained in air load planning and execution and trained to certify hazardous cargo (see Appendix K).

c. Appendix C establishes installation/aerial port of embarkation (APOE) tasking assignments for most commonly used peacetime APOEs and for contingency planning. These installation/port assignments may also serve for redeployment. Additional peacetime exercise/operational support assignments will be according to specific FORSCOM tasking and AR 5-9, Area Support Responsibilities. During the execution phase for deployment, the assigned APOEs are subject to change.

3-4. Port Support Activities (PSA)

a. PSAs provided by installations augment the MTMC TTB or port commander. The PSA assists in the throughput of unit equipment through the SPOE. Staffing and equipment requirements will be identified in the installations peacetime and/or MOB TDA.

b. Installations listed at Appendix B will establish ISAs with the MTMC DSC in support of assigned commanders which identify conditions for and types of support to be provided. Installations will maintain changes/updates to ISAs with the respective port Transportation Terminal Group/Transportation Battalion. The ISA will be based on provisions of the FORSCOM/MTMC Memorandum of Understanding (MOU), portions of which are at Appendix B, and will be part of the installation

mobilization/deployment/redeployment support plan.. During the execution phase for deployment, the assigned SPOEs are subject to change.

3-5. Marshaling Areas

a. The deploying unit conducts its final preparation for air movement at the unit marshaling area. The alert holding area operations at aerial ports are the responsibility of the A/DACG. These areas are in the immediate vicinity of the joint inspection area and are intended for final Army preparation of equipment, soldiers, and documentation for deployment prior to being turned over to the tanker airlift control element (TALCE). Deploying units will coordinate with the A/DACG for support required in the alert holding area.

b. Marshaling area operations at seaports are the responsibility of the installation providing the PSA for command and control and for logistical support. These areas are ideally located in the immediate vicinity of the port staging area and are intended for final preparation of unit equipment. These areas include rail yards, designated areas for arriving aircraft, and arriving convoys. The marshaling area may also serve as a holding area for equipment until the port commander calls the equipment forward to the staging area.

c. Marshaling areas for explosives or explosive loaded vehicles must be properly safeguarded and separated from unrelated personnel, facilities and equipment by distances as specified in AR 385-64 and DA PAM 385-64.

3-6. Deployment Support Brigade (DSB)

a. The Deployment Support Brigades (DSBs) are USAR units (under operational control of MTMC when mobilized) in direct support of installations for unit deployments. In their direct support role, the DSBs primary mission is to assist the installation UMC to ensure unit equipment is properly prepared and correctly documented prior to departing the installation and, subsequently, that it arrives at the port IAW call forward movement schedules. Based on requirements identified by the installation and deploying unit in coordination with the port, the DSB can assist in preparing movement documentation, provide hands-on training/guidance in equipment preparation and tie-down procedures. The DSB provides liaison between the port command and UMC/IC-UMO by maintaining direct communications with the MTMC port operator during deployments.

b. Each DSB includes a command group and unit movement teams (UMTs) consisting of six

individuals per team. UMTs have been predesignated and assigned to specific installations. However, any installation can request DSB assistance in peacetime and during mobilization. Requests for DSB assistance must be made to the MTMC DSC.

c. The DSC will respond to requests for assistance by--

(1) Scheduling a DSB team to perform AT with the unit and/or Installation Transportation Office (ITO).

***NOTE:** Staff organizations vary from installation to installation. The term ITO is used generically in this regulation to refer to the staff section at installation level responsible for planning and coordinating the transportation for unit moves.*

(2) Tasking the DSB through the USARC to provide assistance during inactive duty training.

(3) Coordinating with FORSCOM to resolve any support issues.

3-7. Unit Liaisons

Unit commanders will coordinate with the installation UMC to provide a unit liaison, as required, to the aerial/seaport commander. The purpose of unit liaisons is primarily to assist in the call forward of soldiers and equipment and to assist in resolving movement priority discrepancies. Unit liaison teams perform the following functions:

a. Assist in calling forward soldiers and equipment.

b. Assist in resolving movement priority discrepancies.

c. Assist in resolving military shipping label data discrepancies.

d. Provide information on unit unique equipment.

e. Gather information on unit movement and shipments of unit equipment to POEs for lessons learned.

3-8. Garrison Support Units (GSU)

The Garrison Support Units (GSU) are USAR units assigned the mission to move on order to designated MSs to augment the existing installation staffs.

3-9. Supercargoes

a. General. Supercargoes are personnel designated on orders by a deploying unit to accompany, secure, and maintain unit cargo on board a ship. Supercargoes will provide maintenance support, key control of vehicles and liaison during cargo reception at the SPOE, shipload and discharge operations, and SPOD port clearance operations. The MTMC DSC notifies FORSCOM of the number of

supercargo personnel allowable by ship assignment. Routine exercise and real world/contingency supercargo requirements will be coordinated through the FORSCOM Operations Center. One mechanic per 30 prime movers, within the ship's berthing capability, will be the basis for determining the number of supercargoes aboard existing RO/RO vessels. Generally, 3-4 berths are allocated. Unit commanders may recommend the number of supercargoes required; however, the number of berths available is determined by MSC. When more than one unit deploys cargo on the same ship, FORSCOM or FORSCOM designated action agent specifies which unit will provide the Officer in Charge/Non-Commissioned Officer in charge (OIC/NCOIC) and the number of personnel each unit will provide. Unit commanders will coordinate with the PSA prior to sending supercargoes to the SPOEs and adhere to their call forward instructions.

Upon arrival at the SPOE, supercargoes are under the operational control of the port commander.

b. Composition. The composition of a supercargo team is dependent on several factors, including, but not limited to --

- (1) Number of passenger berths available.
- (2) Amount and type of vehicle/equipment deployed.
- (3) Duration of voyage.
- (4) Number of units deploying equipment on a ship. While the exact composition of the supercargo team is dependent on the factors above, a recommended composition would be the following:

(a) One OIC/NCOIC (a Warrant Officer with maintenance experience is the recommended rank of the OIC).

(b) Classified/Sensitive Cargo Escort(s) (if applicable and as required by regulations).

(c) Mechanics experienced and licensed on as much assigned equipment as possible.

3-10. Movement Reporting

a. Expedited Movement Reports (EXMOVREP). EXMOVREPs are not required unless specified by exercise/operational directive. When required, EXMOVREPs are prepared by the installation UMC, USAR Mob Officer/UMC or DMC in the format prescribed by AR 55-113 and AR 220-10 to provide advance and actual movement information on the departure and arrival of units. Departure reports will be keyed to UMD/AUEL.

b. The installation UMC or designated installation representative is required to submit departure/arrival reports telephonically or as specified to FORSCOM Operations Center for

deploying/redeploying units within one hour of wheels up/down for airlift and, during contingencies, as required, for surface modes. The FORSCOM Wheels Up/Down Report can be created and transmitted using the Freddie FORSCOM Web Page (Freddie link is available from the FORSCOM Home Page at <http://www.forscom.army.mil>).

3-11. Establishing Convoy Arrival/Departure Gates and Times

Commanders of installations are responsible for validating the times at which military convoys will arrive and depart their installation and which gates will be used. The DMC is responsible for controlling the movement of Army traffic on the public highway system and must coordinate with the respective installation. Through this coordination, road space conflicts are resolved so that mobilization and deployment timetables can be met and normal peacetime missions can be accomplished.

a. Peacetime Convoys. Arrival/departure gates and times at the installation will be validated by the installation transportation office. Units will submit a Request for Convoy Clearance (DD Form 1265). An alternate form (DD Form 2777) can be used to request convoy and/or oversized/overweight vehicle movement with UMC/DMC approval (See DoD Reg 4500.9-R, Part III). The DMC will process the request. Active components will submit their requests through the installation UMC. Preferred times are submitted by the moving unit. If the arrival/departure time can not be met due to highway availability or movement control requirements, the installation UMC/STARC DMC will coordinate directly with the unit for establishment of a new time that meets the unit's mission requirement.

b. Mobilization Convoys. The MS is responsible for designating an arrival gate for each RC unit mobilizing at the installation. These gates will be established during regular coordination meetings between installations and the units mobilizing there. Requests are submitted to the DMC as soon as possible after the unit is notified to move. An approved convoy movement order (CMO) reflecting the actual arrival time and the march table will be published by the DMC as units are mobilized.

c. Deployment Convoys. Deployment gate and departure times will be established in the same manner as for mobilization convoys. These times will be based on port calls and will be the result of direct coordination between the MS and the state-of-origin DMC. Deployment convoys have priority of movement over all other convoys.

Chapter 4

Duties and Responsibilities of Movement Personnel

4-1. General

Installation and RSC/DRU commanders are responsible for appointing a UMC. The Adjutant General in each state is responsible for appointing a DMC. STARC and RSC/DRU commanders are responsible for appointing site movement coordinators (SMC). Intermediate commanders will appoint an IC-UMO and one alternate. Unit commanders are responsible for appointing a UMO and one alternate. These individuals are responsible for planning/executing unit moves and supporting FORSCOM/MTMC data acquisition programs.

a. The UMC/DMC will provide guidance and assist assigned and supported units in preparing, maintaining, and executing movement plans, UMD, and related documentation. To ensure units are given necessary support, the unit movement staff must be adequate for the unit population served. This may require additional positions on the TDA.

b. The UMC/DMC will supervise the collecting, validating, and reporting of equipment transportability data when tasked by HQ FORSCOM or HQ MTMC.

c. The IC-UMO will coordinate movement plan requirements, assist subordinate planning personnel, and provide UMD to the UMC/DMC to support FORSCOM data acquisition.

d. The UMO will prepare and coordinate the unit movement plan and provide UMD through chain of command to support FORSCOM data acquisition.

e. Direct communication with the FORSCOM, DCSOPS, Operations Division, C4I Branch, COMPASS Section, ATTN: AFOP-OCF is authorized and encouraged for assistance in maintenance and reporting of UMD.

4-2. Installation Unit Movement Coordinator (UMC)

UMCs will --

a. Process unit movement data:

(1) Ensure each installation/activity/assigned unit and supported unit maintains current UMD. Headquarters for Active/Reserve garrisons, STARCs, and RSCs are exempt from movement planning requirements unless a move to a theater of operations or mobilization station is anticipated.

(2) Review and validate UMD for accuracy. Ensure transactions are submitted IAW FORSCOM

Reg 55-2. The UMC will maintain the data on each unit as required for each joint training exercise or operational requirement. Active installations will support STARC/RSC/DRU requirements for UMD update and transmission when the STARC/RSC/DRU cannot. TC ACCIS is the automated system to be used by units at installation level to collect detailed movement data and pass to FORSCOM for strategic transportation planning and for allocation/ scheduling of transportation lift assets.

(3) Provide instruction on collecting UMD and planning IAW this regulation.

(4) Maintain on file approved copies of prepositioned documents listed in para 2-9d for all AC and RC units supported by/deploying from the UMC's installation.

(5) Provide deployment guidance to all units deploying from the installation.

b. Prepare movement reports:

(1) Submit departure reports. See para 3-9.

(2) Coordinate and validate transportation reporting under MOB/ODEE.

c. Process convoy clearances and special hauling permits:

(1) Forward requests for AC convoy clearances and special hauling permits to the SMCC for processing.

(2) Maintain files on unit highway moves coordinated for/approved by State Movement Control Center (SMCC). Files will also include POC for SMCC, state and local authorities (police, highway, etc.), and other highway regulatory authorities as necessary.

d. Coordinate unit movements:

(1) Review and maintain DA movement directives, FORSCOM movement orders, or other such movement authorizations and coordinate type of movement, modes, departure times, and destinations.

(2) Coordinate with unit's major command.

(3) Advise the unit on preparing movement documents.

(4) Verify amount of strategic lift assets required by each unit and assist in designating loading sites and coordinating times to start and complete unit loading.

(5) Obtain deployment documents from loading site and check for accuracy and completeness.

(6) Assist in identifying and obtaining BBPCT materials from installation DPW/Directorate of Logistics (DOL) or through procurement channels.

NOTE: Staff organizations vary from installation to installation. The term DOL is used generically in this regulation to refer to the staff section at installation level responsible for logistical planning and support.

The ITO is the activity under the DOL responsible for transportation.

(7) Coordinate materiel handling equipment (MHE) requirements between units and MHE sources (commercial or military).

(8) Coordinate with the ITO for all unit moves.

(9) Coordinate movement documents for commercial lift of passengers and enroute support with the unit and ITO passenger sections.

(10) Coordinate military movements with civilian administrative and law enforcement agencies to secure assistance for movement control.

(11) Monitor movements and provide assistance, as required under AR 5-9, to units in or traversing the installation support area.

(12) Ensure all unit equipment is properly marked prior to movement via any mode.

(13) Support unit movements at railheads and airfields.

(14) Maintain communications with the SPOE to ensure convoy and rail departure/arrival times are known.

e. Coordinate airlift:

(1) Serve as primary POC for special assignment airlift mission (SAAM) and exercise airlift and coordinate airlift requests for deploying AC and USAR units. The RSC UMC will receive requests from units, correct or modify as needed, and forward to the supporting ITO. The installation UMC will verify both AC and USAR submissions and forward the SAAM request to HQ FORSCOM/AFOP-OCD, with information copies provided to MTMC, 45 days prior to movement date. FORSCOM will coordinate the request with HQ MTMC for validation.

(2) When requests are approved, coordinate airlift (military or commercial aircraft) with units and command staff agencies.

(3) Maintain liaison with units and Air Mobility Command (AMC) POC in coordinating loading and departure times and specific mission support requirements.

(4) Maintain contact with FORSCOM for aircraft coordination to report any change in mission requirements.

(5) Observe aircraft loading and obtain data for departure reporting, as required.

f. Maintain and manage containers per DoD 4500.9-R-1, Volume I, AR 56-4 and 463L pallet allocations per DoD Reg 4500.9-R-1, Volume II.

g. Collect transportability data:

(1) Establish procedures to maintain and supervise data collection.

(2) Establish, maintain, and supervise a data collection team to weigh and measure equipment.

(3) Provide collected transportability data to include weight tickets and photographs to MTMCTEA.

h. Review and approve deployment movement plans for AC units annually.

i. Review and formally coordinate RC mobilization movement/deployment prepositioned documents (see para 2-9d). This coordination will include the assignment of arrival gates and providing reception information and the concept of deployment.

j. Conduct annual movement planning and execution workshops for AC UMOs.

k. Determine if RC deployment plans are required. If required, provide written guidance to STARC/RSC/DRU to distribute to units. Review and approve RC deployment plans every two years, if required (MS UMC).

4-3. STARC Defense Movement Coordinator (DMC)

DMCs will --

a. Assist in movement planning.

(1) Conduct annual movement planning and execution workshops. These workshops will include, as a minimum, movement plan development, convoy operations, load planning, AUCL training, and deployment movement planning.

(2) Approve unit mobilization movement plans for subordinate units.

(3) Assist ARNG units with implementation of mobilization movement plans.

(4) Train IC-UMOs. Assist in training UMOs as required.

b. Process unit movement data:

(1) Ensure units maintain current UMD. Headquarters STARCs and Regional Training Sites are exempt from movement planning requirements unless a move to a theater of operations or mobilization station is anticipated.

(2) Provide instruction on collecting UMD and planning.

(3) Review and validate UMD for accuracy. Ensure transactions are submitted IAW FORSCOM Reg 55-2. The DMC will maintain the data on each unit as required for each joint training exercise or operational requirement.

(4) Maintain on file a current copy of the AUCL and the UMO Appointment Memorandum from the approved mobilization movement plan:

c. Coordinate unit movements:

(1) Review and maintain movement directives and coordinate type of movement, modes, departure times and destinations.

(2) Coordinate with unit's chain of command.

(3) Advise the unit on preparing move-ment documents.

(4) Verify amount of lift required by each unit and assist in designating loading sites and times to start and complete loading.

(5) Assist in identifying BBPCT materials.

(6) Coordinate MHE requirements between units and USPFO/DOL, as required. Commercial MHE is contracted by USPFO/DOL.

(7) Coordinate with USPFO/DOL Traffic Manager for all commercial moves.

(8) Coordinate movement documents for commercial lift of passengers and enroute support with the unit and USPFO/DOL Traffic Manager.

d. Coordinate, obtain data, and prepare departure reports (see para 3-9).

e. Process convoy clearances and special hauling permits:

(1) Ensure military vehicles meet State and local requirements for routine clearances, weight/height restrictions, and time of travel.

(2) Obtain blanket permits, if possible, from highway regulatory authorities for instances in which military vehicle travel is required.

(3) Obtain civil permits and clearances in emergencies.

(4) Monitor convoy movements, as required.

(5) Assist in coordinating enroute administrative and logistics support for units.

(6) Provide active military installations and USAR RSC/DRU headquartered within respective state boundaries a 24-hour contact number for emergencies and names and daytime phone numbers of DMCs for all states.

(7) Provide copies of current Convoy Visibility Reports to installations when requested.

(8) Maintain files on unit highway moves coordinated and approved by SMCC. Files will include state and local authorities (police, highway, etc.) and other highway regulatory authorities as necessary.

f. Maintain and manage containers per DoD 4500.9-R-1 and AR 56-4.

g. Operate a SMCC to manage convoys.

h. Coordinate with the USPFO/DOL Traffic Manager for: technical assistance in planning and executing commercial movements.

i. Coordinate airlift:

(1) Serve as primary POC for SAAM and exercise airlift for their State, to coordinate airlift request for deploying National Guard units.

(2) Coordinate airlift (military and commercial) with units and command staff agencies.

(3) Observe aircraft loading and obtain data for departure reports.

j. Ensure trained personnel are available to certify hazardous materials.

k. Maintain and update State Highway Network Database for MOBCON.

l. Serve as the State EHTR representative during emergencies.

m. Provide technical expertise and assist IC-UMOs with training unit load teams.

4-4. RSC/DRU Unit Movement Coordinator (UMC)

RSC/DRU UMCs will-

a. Process unit movement data.

(1) Ensure each subordinate unit maintains current UMD. Headquarters for reserve garrisons and RSCs are exempt from movement planning requirements unless a move to a theater of operations or mobilization station is anticipated.

(2) Provide instruction on collecting UMD and planning.

b. Prepare movement reports. Coordinate with USAR units and obtain data for preparing and dispatching departure reports, when required.

c. Validate unit requests for USAR convoy clearances and forward to the DMC for approval or task to MSC's.

d. Advise the unit on preparing movement documents.

e. Assist in identifying and obtaining BBPCT materials.

f. Conduct annual movement planning and execution workshops for USAR UMOs.

g. Maintain a POC file for SMCCs.

4-5. Intermediate Command Unit Movement Officer (IC-UMO)/Alternate IC-UMO

The IC-UMO will --

a. Coordinate movement planning guidance that applies to subordinate units and direct preparation and maintenance of movement plans and data.

b. Review and evaluate the effectiveness of subordinate level movement plans.

c. Prepare recommendations as appropriate to enhance movement planning and execution.

d. Prepare and maintain command level movement plans that incorporate subordinate level movement requirements.

- e. Coordinate movement requirements in the chain of command.
- f. Train subordinate UMO in duties and responsibilities of movement planning.
- g. Ensure unit load plans have been tested.

4-6. Unit Movement Officer (UMO)/Alternate UMO

The UMO will --

- a. Maintain unit movement and vehicle load plans. The AC will prepare a deployment movement plan. The RC will prepare a mobilization movement plan and in addition, if required by the MS, a deployment movement plan.
- b. Review unit movement plans to ensure conformity with this regulation.
- c. Prepare and maintain documentation needed for unit movements to include AUDEL reports.
- d. Supervise the preparation and execution of unit load plans.
- e. Coordinate with higher headquarters and support activities on unit movements.
- f. Coordinate operational and logistical movement requirements.
- g. Submit UMD as required by FORSCOM Regulation 55-2.
- h. Maintain on file approved copies of all unit movement plans.
- i. Notify the IC-UMO for RC/installation UMC for AC between update cycles of changes which affect the unit's transportation requirements.
- j. Train unit loading teams.
- k. Ensure unit personnel are available who are authorized to certify hazardous materials.
- l. Ensure vehicle load plans are tested IAW this regulation.

4-7. Site Movement Coordinator (RC Only)

Site movement coordinator will --

- a. Establish external and internal SOPs for equipment recovery to address mobilization movement.
- b. Coordinate the movement of unit cargo from the site to an appropriate destination (e.g., mobilization station/SPOE/APOE).
- c. At storage sites located on active or reserve installations, coordinate actions through the installation UMC.

Chapter 5

Mobilization/Deployment Movement Planning

Section I

RC Mobilization Movement Planning

5-1. Applicability

Normally, RC units move from HS to MS and are required to plan for the move by preparing mobilization movement plans. A TDA unit that moves from HS will prepare a mobilization movement plan. RC units whose present location is their mobilization station as described in FORMDEPS are exempt from preparing mobilization movement plans. RC units designated in advance as direct deployers (move directly from HS to an APOE) are exempt from preparing mobilization movement plans but are required to prepare a deployment plan if directed by the MS. RC units designated in advance as modified deployers (move equipment directly to SPOE and unit personnel to MS with a subsequent move to an APOE) are required to do mobilization movement plan for personnel and are required to prepare a deployment plan for equipment if directed by the MS. During contingency operations, the FORSCOM Commander may designate specific RC units as Home Station Mobilization (HSM) deployers. These units move as direct deployers with equipment moving either to an SPOE or APOE. For HSM deployers, the STARC is responsible for the transportation functions for the ARNG units and the SI for USAR units (See para 5-3f).

5-2. General Planning Guidance

a. RC mobilization movement plans provide for movement of assigned personnel, equipment, and supplies from HS and, if applicable, equipment storage sites to MS and mobilization sites. For planning purposes, RC units should plan for 3 days at HS after being mobilized, and one day's travel time from the HS to the MS. The total movement may be broken into several parts (e.g., a portion may move by organic vehicles from HS or storage site, and the remainder by commercial and/or borrowed military assets from one or more locations). Figure 5-1 provides a movement planning guide checklist.

b. Emphasis is on movement of fully loaded transportation assets organic to the unit and major command, with commercial surface augmentation, as

required. Air transportation should only be used for priority movement of personnel over extended distances in CONUS. In determining the mode of transportation, commanders will consider the following:

(1) Moving administratively directly from the HS to the MS or mobilization site.

(2) Using organic transportation when the distance from HS to MS or mobilization site is within a 400 mile motor march. Also, consider greater distances if, based on sound judgement and rational evaluation, movement can be made by organic means without harm to vehicle serviceability or the mobilization schedule. Send requests for exceptions to the 400 mile motor march criteria through command channels for approval by the appropriate RSC/DRU or STARC. Exceptions can be granted for either of the following:

(a) To move organically for distances greater than 400 miles

(b) To move commercially for distances less than 400 miles.

(3) Employing unit cargo vehicles in shuttle service, if it can be done within time and distance limitations and vehicle serviceability.

(4) Using commercial surface transportation (rail and truck) for moving non-roadable equipment and for organizational cargo lift requirements which exceed command organic capabilities. Air transportation will be extremely limited and will not be considered for movement of cargo. Personnel transportation (normally by bus), in excess of organic capability, will be provided as prescribed under DoD 4500.9-R, Part I, Passenger Movement. Use FORSCOM Form 285-1-R to request commercial transportation (see Fig 5-5). If the SI/USPFO/DOL authorizes an alternate format for requesting commercial support, it may be used, i.e., memorandum, AUEL, etc.

(5) Traveling by privately owned vehicle (with written concurrence or approval of the MS) if non-deploying RC units.

(6) Flying organic aircraft to the MS airfield.

c. FM 55-65, Strategic Deployment, is to be used as a guide in developing the unit movement plan for the movement from HS to MS or mobilization site.

d. During development of the unit movement plan, consider the outloading capability at HS, equipment storage site, and the receiving capability at the MS in determining requirements for commercial transportation. The UMO can coordinate with the MS UMC to determine terminal facilities capabilities.

e. Mobilizing units must plan to take all on-hand MTOE/CTA property to the MS.

f. For vehicle configuration guidance, see Chapter 5, Section II, Deployment Movement Planning, in this regulation and TB 55-46-1.

g. Planning and execution data for mobilization may be pulled for real world and selected exercises from GCCS. From the GCCS desktop, select the Mobilization (MOB) Planning ICON. The ASCII version of MOB Planning will provide greater responsiveness than the X-Windows version. Contact the FORSCOM Customer Assistance Office (CAO) at DSN 367-2222 if system problems are encountered. Contact FORSCOM Operations Division, Mobilization Branch, AFOP-OCM, at DSN 367-7419/6659 regarding functional issues.

h. The planning steps provided in Section II of this chapter for developing a deployment movement plan can also be used in developing a mobilization movement plan.

5-3. Unit Load/Movement Plans

Load planning personnel must ensure that all authorized and on-hand personnel, equipment, unit supplies are included when developing unit load plans.

a. Preparation, packing, and loading of equipment on unit vehicles.

(1) The UMO will set cargo categories to assist unit movement planning personnel in consolidating items for movement and develop loading plans for individual vehicles as follows:

(a) Classified, hazardous, or sensitive items which require special security, handling or movement procedures.

(b) Organizational equipment to be loaded in cargo carrying organic vehicles.

(c) Organizational equipment to move by rail or commercial truck modes.

(d) Organizational equipment to move by command controlled or borrowed assets.

(e) Movement flow of advance, main body, and rear elements.

(2) The unit will unitize cargo using CONEX inserts, pallets, or comparable boxes and crates. Upon mobilization, the required packing containers can be bought locally by the Class "A" Agent or Mobilization Purchasing Authority (MPA), from commercial sources if authorized by the RSC/DRU or STARC.

(3) Load planning personnel will maximize organic vehicle cargo space within the following limitations:

(a) Vehicle rated load capacity will not be exceeded. On vehicles with highway and cross-country ratings use only cross-country rating. The highway rating is no longer valid.

(b) Vehicle loads will not extend above or beyond the vehicle's normal operational limitations. The loading teams will properly stow and secure cargo for movement.

(c) Vehicles for rail or highway commercial movement will be loaded as follows:

1. Secondary cargo will be loaded and secured only in cargo carrying or van-type vehicles.

2. Cargo will be blocked and braced to prevent movement.

3. The unit must check with DMC/ITO to see if vehicle reductions for route clearance is required.

4. Basic Issue Items (BII) for vehicles should be boxed and shipped or secured inside vehicles.

(d) The shipping unit or activity is responsible for loading and tiedown of supplies and equipment on to their vehicles. Units will request aid through appropriate command channels. Upon mobilization, loading and tiedown materials can be bought locally by Class "A" Agent or MPA from commercial sources if authorized by the RSC/DRU or STARC.

b. FORSCOM Form 285-R, Vehicle Load Card, or DD Form 5748-R, Unit Packing List and Load Diagram, will be used for developing and recording organic vehicle cargo load plans and included in the unit's movement plan (see Figure 5-2). When documenting the secondary cargo, the DD Form 1750, Packing List, or DD Form 5748-R, Unit Packing List and Load Diagram, will be used to detail all the contents of boxed/crated items. FORSCOM Form 285-R will reflect a general description and location of all items in the cargo bed to include boxed/crated items. A horizontal red line will be used to distinguish cargo to be offloaded at the MS from that which is transported on that vehicle to the POE. The cargo listed below the line will be permanently offloaded at the MS. The cargo listed above the red line will be transported from the HS to the POE on the same vehicle. If the cargo remains the same from the HS to the MS to the POE no red line is required. Vehicle load plans must be physically tested (actually loaded) and the test verified on the load card. If the load changes, the test must be repeated and the load card revalidated.

c. FM 55-65 and applicable equipment TMs have guidance for determining specific commercial requirements. Load plans for upload of military vehicles on commercial conveyances is not required.

A secondary cargo load plan for the military vehicle (if loaded) is still required.

d. Documentation.

(1) Personnel.

(a) Movement will be in accordance with instructions in DoD 4500.9-R, Part I, Passenger Movement; DoD 4500.9-R, Part III, Mobility; and instructions provided by the SI or STARC transportation officer.

(b) The unit movement personnel will coordinate the necessary transportation requests (TR) or tickets with the transportation officer at either the SI or STARC/USPFO/ DOL.

(2) Cargo/Equipment.

(a) Cargo/equipment will be documented as outlined in FM 55-65; DoD 4500.9-R, Part II, Cargo Movements; DoD 4500.9-R, Part III, Mobility; and instructions provided by the SI or STARC transportation officer. The shipping unit or activity is responsible for completing shipping documents according to procedures identified by the supporting transportation officer, either SI or STARC.

(b) The shipping unit will prepare individual packing lists (DD Form 1750 or DA Form 5748-R) for all cargo moving by commercial transportation modes and for the items containerized in the back of organic vehicles (See Figure 5-3 and Figure 5-4).

(c) Information on dimensions, weights, and cubes for all Army equipment is in the CD-ROM and worldwide web versions of TB 55-46-1. Only major end items are contained in the hard copy version.

(d) The following guidance will be used when planning for commercial transportation.

1. Commercial surface transportation will be planned for cargo and personnel that the unit is not able to transport. The unit is not authorized to contract for commercial transportation. Commercial buses, trucks, or railcars will be contracted for and coordinated by the SI/USPFO. Commercial buses or trucks will arrive at pickup points at times set by unit movement personnel and coordinated with the SI/USPFO.

2. The shipping unit is responsible for loading, blocking and bracing. Tiedowns for commercial trucks should be provided by the carrier.

3. Guidance for loading major items of equipment on railcars is in MTMCTEA PAM 55-19, Tiedown Handbook for Rail Movements. FORSCOM Form 285-5-R can be used as a worksheet to assist in Rail Load Planning (see Figure 5-6).

(e) Compatible hazardous materials must be consolidated and loaded as one of the last items for

immediate access. All hazardous materials must be properly documented (See Appendix N). During mobilization movement, except for weapons guards, RC units will not plan to transport ammunition from HS to MS. (AR 190-11 requires armed guards for Category I and II AA&E moved by units or organizational transportation off post. However, for Category II AA&E, units can request a waiver from the FORSCOM Provost Marshall for the armed guard requirement.)

e. Unit Mobilization Movement Plan. At Appendix H is a sample movement plan to aid unit commanders in developing their own unit mobilization movement plan. The sample plan may be in greater detail than that required by the approving authority. The MSC for USAR units and STARC DMC for the ARNG will review and approve these plans every two years. The AUEL and UMO Appointment Memorandum from the movement plans will be prepositioned at the SI for USAR and at the USPFO/DOL for ARNG units to facilitate movement support. For mobilization movement plans, RC units are not required to forward load cards (FORSCOM Form 285-R) and packing lists with the movement plan for approval unless required by the approving authority. RC mobilization movement plans will be reviewed and approved by the USAR MSC and ARNG STARC every two years. RC units will maintain their movement plans with the unit mobilization plan. (See FORSCOM Reg 500-3-3).

f. Plan Execution.

(1) Upon execution, USAR units will coordinate commercial transportation and BBPCT requirements with the SI and ARNG units with the USPFO/DOL. The DD Forms 1265 and 1266 should be forwarded to the state of origin DMC to be processed for movement from the HS to the MS. An alternate form (DD Form 2777) can be used to request convoy and/or oversized/overweight vehicle movement with UMC/DMC approval (See DoD Reg 4500.9-R, Part III).

(2) For contingencies, deployment planning timelines are often compressed and RC units can experience the following changes:

(a) MS can change from the assigned MS.

(b) Requests for containers, BBPCT, commercial transportation, and AUEL update (using type data code for respective operation) can be required to be submitted to the SI/USPFO at HS after confirming unit requirements identified by theater CINC.

(c) Equipment can be shipped directly to the SPOE/APOE.

(d) Documentation/loading teams can be required at the APOE/SPOE to correct discrepancies.

Section II

Deployment Movement Planning

5-4. General

a. Depending on the regional threat, the Army will support the missions through a mix of prepositioned stocks and the ability to provide rapid force projections through strategic deployment/sustainment. The supported Commander in Chief (CINC) identifies required units by Unit Type Code (UTC). The force providers fill the UTC requirement by earmarking the specific numbered units to support an OPLAN through Unit Identification Codes (UICs). Derivative UICs may be created to tailor units to meet specific mission scenarios. The UMO must manage the deployment of his unit in accordance with the time schedule specified by the Time-Phased Force and Deployment Data (TPFDD) in the OPLAN.

b. Units deploying under a JOPES OPLAN must increment their movements consistent with TPFDD requirements as delineated by unit line number (ULN). A ULN identifies a unique unit movement increment for deployment. For example, it may be used to identify an advance party, the main body, an equipment reception team, a trail party or equipment sealift and airlift requirements for any specific segment of the movement requirement. TPFDD ULNs normally contain UIC designations at parent ("AA") level rather than at lettered-company.

c. Units normally report their movement data in TC ACCIS by lettered-company UIC. UICs (including derivative UICs) must be registered in the Status of Resources and Training System (SORTS) or units must provide the UMC unit mobilization or deployment orders indicating the UIC assignment. When derivative UIC's are temporarily assigned for specific operations, data can be reported in TC ACCIS under the units' existing UICs with the respective TPFDD ULN or under the derivative UICs. However, if existing UICs are used, the UMC must coordinate with the FORSCOM COMPASS Office before submitting the data.

d. To simplify reporting requirements, TC ACCIS allows use of a ULN for more than one company or battalion level UIC having the same movement increment characteristics. For example, if a battalion is deploying its equipment for sealift in the same time frame, each deploying company can use the same ULN designation. Also, if a unit has an advanced party airlift requirement and the advance party is composed of multiple companies, each company in the advance party can use the same ULN designated for the advance party. FORSCOM

COMPASS will roll up company-level UIC data for JOPES ULN update at battalion level and will roll up multiple battalion requirements under a single ULN into the JOPES data base

e. Units must use the correct ULN for equipment to be scheduled for movement at the right time by the correct mode. This is key to the JOPES data base validation process. An incorrect ULN could overstate/understate airlift requirements and delay passenger/cargo movements until the data base is corrected. If one unit uses the ULN of another unit, the TPFDD will not capture the correct data because the UIC/ULN does not match. Because reporting requirements will vary from mission to mission, units must follow FORSCOM's guidance for reporting individual operations. Units must report correctly to ensure exercise/contingency funds are not wasted and the unit will be validated in time to meet its deployment timetable.

f. Deployment plans are required for units directed to deploy according to an OPLAN, CONPLAN, exercise, on TCS orders (for example, an AC unit on 180 day rotation to Germany) or PCS orders. Normally, these moves are strategic deployments of unit equipment loaded non-tactically. Non-tactical loading primarily emphasizes maximum use of troop and cargo space with lesser regard to tactical considerations.

g. For PCS/TCS unit moves, HQ DA publishes a movement directive which provides resource funding guidance and identifies the unit movement category (AR 220-10). JCS issues an Execute Order to direct deployment which is received through the chain of command by FORSCOM. FORSCOM, in turn, issues an Execute Order to its units. For exercises, AC units are identified 5 years out for planning purposes in FORSCOM Circular 350-93-10. Specific unit taskings for each exercise is accomplished by message at the time the sponsoring command commences its planning cycle.

h. The Transportation Component Commands (TCC) schedule strategic lift against validated movement requirements in the TPFDD. The TCCs are AMC, the Military Sealift Command (MSC) and MTMC. MTMC publishes port call messages to call equipment forward to the SPOE. AMC publishes air flow schedules to call forward personnel and equipment deploying from the APOE (found in GCCS). These call forward schedules are movement directives which specify when units must have their equipment at the POE to meet available to load dates (ALDs). Based on these schedules, intermediate and unit level commands backward plan movements to be at the POE to support ALDs. When issued, this movement directive provides windows by mode

within which cargo/personnel are to arrive at the POE. OPORDs may deviate from their OPLANs to meet the specific mission.

i. In an overseas deployment, unit equipment will normally be sent by sea two or three weeks before the unit main body personnel depart for the area of operation by air. Based on the unit's proximity to the POE, the availability of railcars and commercial trucks, and the type of unit equipment, the unit may move to the POE by convoy, rail, commercial truck, barge, or a combination of all four. Normally, unit personnel will travel by air with "to accompany troops" (TAT) baggage. (Any equipment authorized for airlift must be annotated on the AUEL/DEL.) The flow of personnel should be sequenced with the arrival of unit equipment at the SPOD.

5-5. The Deployment Movement Plan

a. An effective movement plan contains sufficient detail to prepare a unit to perform an actual deployment. It defines responsibilities, functions, and details for each part of a unit deployment from MS/installation to reception in theater. GCCS is the command and control system used by the National Command Authorities (NCA), Supported and Supporting CINCs, and the Joint Deployment Community to manage real world and deployment operations. Deployment related information is contained in the GCCS databases. OPLAN data is available through a series of preformatted reports or by using specially developed AD HOC Query software available in JOPES. ULNs, available on these reports, divide the unit by transportation mode, ports of embarkation or debarkation, and dates. Dates correspond to the established C-day for the Plan. The unit is phased by relative deployment days into Ready-to-load dates (RLD) at origin (origin representing installation for AC and mob station for RC), ALD at the APOE/SPOE, and into EAD-LAD at the air/seaport of debarkation (APOD/SPOD). TCCs schedule lift for the ULN to meet the EAD-LAD window.

b. Preformatted JOPES reports containing information on deployment requirements and strategic lift schedules are available on GCCS. Requirements and scheduling information can also be extracted by any registered GCCS user using AD HOC Query software. This software can be used to establish site unique reports merging both requirements and scheduling information. Assistance in accessing reports can be obtained from the FORSCOM Customer Assistance Office (CAO) at DSN 367-2222

FORSCOM/ARNG Regulation 55-1

or the FORSCOM Operations Division Support Branch at DSN 367-7667/7031/5086.

c. Units will use the following steps to develop a deployment movement plan:

STEP 1 - IDENTIFY WHAT NEEDS TO BE MOVED

a. Personnel - For planning contingency/OPLAN movements, units will plan to deploy with assigned personnel. Upon execution, plans may need to be modified if additional personnel are assigned to bring units up to the required readiness level. The commander must plan the breakdown of personnel for Army Prepositioned Stocks (APS) draw teams, supercargoes, advance parties, rear detachments, and security guards/escorts, if required. See FM 55-65, Appendix G, for guidance on security guards and supercargoes.

NOTE: *If authorized to draw APS, units should review the battlebook within the Automated Battlebook System (ABS) for the site(s) involved in the operation. Each site may require a different mix of advanced party and main body personnel. (See Appendix K and FORSCOM Reg 700-2.)*

b. Equipment - In conducting a unit equipment analysis, the UMO must review the unit's TOE/MTOE, CTA, and the unit property book. The UMO must have a detailed listing of each piece of equipment to be deployed. All outsize, oversize, overweight, or hazardous equipment/cargo must be identified. These pieces of equipment will need special considerations.

(1) For planning contingency/OPLAN movements, units will plan to deploy with equipment on-hand. Upon execution, plans may need to be modified if equipment crossleveling is necessary to bring units up to required readiness levels or if units are authorized to draw APS. If approved to draw APS, units should use ABS to assist in determining deployment requirements. For peace-time deployments (exercises, TCSs), the unit will plan to move the equipment/supplies necessary to support the operation.

(2) The unit must coordinate with the installation/MS UMC for information in order to develop a Deployment Movement Plan. For RC units, the MS must provide written guidance to the RSC/DRU UMC/STARC DMC when a deployment plan is required. The IC-UMO will ensure that the Deployment Plan is completed, approved and is executable.

c. Supplies - Units should plan to move the basic load of supplies initially required by the unit to sustain operations upon arrival in the theater. Units will plan to take the following:

(1) Class I (Subsistence). Units should plan for five days of operational rations. These rations are exclusive of rations enroute to the theater.

(2) Classes II and IV (Individual Equipment and Construction Materials). These items include a basic load of organizational clothing and individual equipment (OCIE). See FORSCOM Reg 700-2 and CTA 50-900. Equipment and construction materials will include:

- Blocking and bracing material.
- Concertina wire.
- Stenciling paint.
- Packaging tape.
- Shipping containers for unit equipment and supplies.
- Packing boxes for individual property in troop billets. (These will be stored and not deployed with the unit.)
- Banding equipment and materials.
- Cleaning equipment, such as long handled brushes for vehicles.
- Key box for key control.
- Field sanitation equipment. (Refer to FM 21-10 for further guidance.)
- Packaging materials for hazardous materials

(3) Class III (petroleum, oil and lubricants). Units should plan for a 15-day supply of packaged petroleum, oil, and lubricants.

(4) Class V (ABL). Ammunition basic load is determined IAW FORSCOM Reg 700-3 and an ABL Computation Update, dated Dec 94. (Refer to CTA 50-909 for operational requirements and AR 5-13 for training.)

(5) Class VI (Personal Demand Items). Personnel should bring a 30-day supply of personal demand items. The OPLAN/OPORD will dictate any required unit level planning.

(6) Class VII (Major End Items). Critical equipment shortages are identified according to AR 220-1. The receipt of this filler equipment upon deployment should be calculated in all planning phases.

(7) Class VIII (Medical Supplies). Medical supplies authorized for units are listed in FORSCOM Reg 700-2 and CTA 8-100. Authorization for biological and chemical agent medical materials are contained in AR 40-61, AR 710-2, and AR 40-562.

(8) Class IX (Repair Parts). See FORSCOM Reg 700-2.

(9) Expendable Supplies. Units should plan for a 15-day supply.

NOTE: *In APS, unit basic loads, prescribed load list (PLL) and authorized stockage list (ASL) items are*

often prepositioned with unit equipment sets. If approved to draw APS, units should use ABS to assist in determining deployment requirements. (See Appendix K and FORSCOM Reg 700-2.)

d. Baggage:

(1) Each individual soldier should have two duffel bags, an "A bag" and a "B bag". The "A bag" should contain personal clothing items (i.e., uniforms, extra boots, civilian clothes, if authorized); the "B bag" should contain CTA-50 items not otherwise carried or worn by the soldier. The unit may transport "A and B bags" as palletized cargo or with the troops stowed in the baggage compartment of commercial buses or aircraft (See Appendix D for planning weights).

(2) Each soldier may also have one carry-on bag (not to exceed 10" X 15" X 17") for toilet articles, MREs, and other personal items which may require frequent access while enroute. The weight of the hand-carried items (to include the "A bag") should not exceed the soldier's capability to carry them a reasonable distance and load and unload them from buses, trains, or ships. Carry-on items must fit under the seat or in the overhead compartment of commercial transportation assets. Rucksacks are not considered carry-on baggage.

STEP 2 - IDENTIFY EQUIPMENT TO ACCOMPANY TROOPS (YELLOW TAT), EQUIPMENT TROOPS NEED IMMEDIATELY UPON ARRIVAL (RED TAT), AND EQUIPMENT WHICH DOES NOT HAVE TO ACCOMPANY TROOPS (NTAT).

a. Yellow TAT Equipment. This equipment must accompany troops and be accessible enroute. For personnel traveling via commercial air, this is generally only the baggage that would fit under the seat. Yellow TAT will not be palletized for shipment. Units will not report Yellow TAT on the AUEL/DEL. Examples of Yellow TAT equipment may include:

- (1) Mechanics tool boxes.
- (2) Basic load of Class I items.
- (3) Individual baggage.
- (4) Individual weapons.

b. Red TAT Equipment. This equipment must be available at the overseas destination before or upon the arrival of the unit. Red TAT equipment may be sensitive cargo that requires special security or handling at the A/SPOE or A/SPOD. Special handling cargo can include priority cargo requiring to be loaded last and offloaded first. Red TAT must be unitized/palletized and reported on the AUEL/DEL.

c. NTAT Equipment. This equipment is normally shipped by surface and does not accompany

the troops. It consists of all other equipment that is required for the unit to perform its mission.

STEP 3 - IDENTIFY AIR MOVEMENT REQUIREMENTS (ADVANCE PARTIES, PERSONNEL, BAGGAGE, AND SOME EQUIPMENT). THE BALANCE NORMALLY MOVES BY SEA.

The TPFDD for each OPLAN is coded for the mode the unit is projected to use. For a small percentage of units, the entire unit, to include equipment, will move by air. If the MS requires RC units to have a Deployment Plan, the unit will be responsible for obtaining data from the MS UMC to determine if air movement plans are required. For AC units, information is available from installation GCCS system. RC units will be prepared to provide passenger and baggage counts for air movement upon arrival at the MS.

STEP 4 - IDENTIFY HAZARDOUS CARGO (ALSO SENSITIVE AND CLASSIFIED) FOR PACKAGING, LABELING, SEGREGATING, AND PLACARDING FOR MOVEMENT.

NOTE: This section provides only general hazardous cargo guidance. Movement personnel must refer to applicable regulations to obtain the detailed information for planning and execution.

a. The following general guidelines are provided for moving ABL:

(1) Units will plan to deploy with complete TAT ABL as part of their accompanying supplies. It must be properly packaged and compatibility requirements followed. Compliance with DoD Reg 4500.9-R, Part II, AR 190-11, FORSCOM Reg 700-3, Ammunition Basic Load, and AR 385-55, Prevention of Motor Vehicle Accidents, para 2-13, is required. AR 190-11 requires armed guards for Category I and II AA&E moved by units or organizational transportation off post. However, for Category II AA&E, the unit can request a waiver from the FORSCOM Provost Marshall for the armed guard requirement. For SEDREs, vehicles will not be uploaded with ABL for deployment.

(2) Non-TAT ABL will be moved using three methods. Method selection depends on the unit's specific mission requirements and whether a national emergency has been declared. The three methods are as follows:

(a) In-Theater Issue: Non-TAT ABL stored at AMC facilities is shipped by AMC to the theater where it is issued to units upon arrival.

(b) SPOE Issue: Non-TAT ABL stored at AMC facilities is containerized and shipped by AMC

to the SPOE for movement OCONUS with the unit's equipment.

(c) Installation Issue: Units maintaining their entire ABL at the installation ammunition supply point (ASP) will plan to deploy with their non-TAT ABL containerized or uploaded in cargo carrying vehicles. (See FORSCOM Dir 525-5, Alert Force Requirements and Response Standards (U) for the list of units.) If a national emergency has been declared, they could be authorized to deploy with non-TAT ABL uploaded in weapon systems, e.g., tanks or helicopters. If directed by the supported CINC, combat units having ABL stored in AMC Depots will arrange to have it shipped to the installation for upload prior to movement to the port. Units must coordinate through the ITO to obtain US Coast Guard approval prior to deploying through a CONUS SPOE. Loads must adhere to established hazardous material packing and shipping regulations.

(3) For redeployment, ammunition will be administratively shipped back to CONUS. This requirement must be considered during deployment so that appropriate packing material will be available.

(4) The following general guidelines are provided when moving ammunition in organic vehicles by surface:

(a) Armored Vehicles (combat and resupply).

- Upload no more than the ammunition which can be stored in installed ammunition racks/compartments. Only racks with serviceable securement devices may be used. Refer to specific vehicle technical manuals.

- Do not attach any ammunition to the exterior by any means.

- Secure all hatches and other means of access.

(b) Unarmored Vehicles (combat and resupply).

- Ammunition will not be loaded into launcher during transport. (Exceptions: MLRS, ATACMS, Patriot).

- Only palletized loads will be transported on vehicles lacking a secured cargo compartment. Do not attach small loads of ammunition, individual boxes, or cans, to the exterior of unit vehicles.

- Cargo will be secured using tiedown procedures published in approved Army Loading, Tiedown, and Bracing Drawings available from the Defense Ammunition Center, ATTN: SIOAC-DET, McAlester, OK 74501-9053.

(5) Units are authorized to use leased vehicles to carry ammunition and weapons when authorized in writing by the commander (0-6 or above). The written authorization must provide unit

telephone numbers to allow for mission verification. The unit must notify the leasing agency and follow appropriate HAZMAT procedures.

b. The following general guidelines are provided for air movement of hazardous and sensitive items:

(1) Vehicles transported by air will not have more than 3/4 tank of fuel on the aircraft cargo floor and not more than 1/2 tank of fuel on the ramp. Tankers will be drained and purged IAW equipment TM's and TM 38-250, Preparing Hazardous Materials for Military Air Shipments. Fuel may be carried in air eligible jerry cans on the vehicle in built-in cradles designed for such purposes.

(2) Normally, for exercises and contingencies, weapons and ammunition transported aboard aircraft will be shipped as follows:

(a) On DoD-owned or controlled (commercial chartered) aircraft, individual weapons (shoulder fired and side arm) will remain with the soldier. For commercial charters, the ITO must notify AMC in time to coordinate with the carrier (See DoD Reg 4500.9-R, Part I, Passenger Movement). Assembled weapons must have the bolt locked in the proper position to allow visual inspection. The weapon safety switch must be in the "Safe" position. For M-16 weapons, the bolt must be removed or a flag safety stick inserted. (Flag safety sticks, NSN 1005-00-418-8557, may be purchased for 24 cents each and provide instant recognition that a round is not in the chamber.) Individual weapons will be inspected at the foot of the steps prior to boarding the aircraft. If bolts are removed, they will be centrally stored in a bolt box or similar suitable container in the aircraft cabin or baggage compartment as determined by the troop commander. Based on mission requirements, the commander is authorized to allow soldiers to ship the bolts in individual rucksacks or Alice packs, if not accessible in transit.

NOTE: *Commanders must use caution when selecting this option. In past deployments, baggage containing weapons parts have been left on the tarmac just prior to departure because the baggage compartment was "cubed out" before everything was loaded.*

(b) On commercial scheduled aircraft, weapons must be transported as checked baggage in the belly of the aircraft. Weapons must be unloaded and packed in a suitable locked container. The individual carrier must be contacted in advance to determine its policy because procedures vary among carriers. The individual's orders should include a statement that he is authorized to transport the military weapon.

(c). Crew-served weapons (mortars, machine guns, grenade launchers, etc.) will be palletized or carried in the baggage compartment.

(d) For ammunition transported on DoD-owned or controlled aircraft, see TM 38-250 and DoD Reg 4500.9-R, Part I, Passenger Movement. For ammunition transported on scheduled commercial aircraft, refer to DoD Reg 4500.9-R, Part I, Passenger Movement and the International Air Transport Association (IATA) Dangerous Goods Regulation .

c. The following general guidelines are provided for sea movement of hazardous items:

(1) Vehicle fuel tanks will not be more than three-fourths full. Fuel levels are subject to change in the port call message.

NOTE: *Hazardous placards are not needed for fuel in fuel tanks.*

(2) Fire extinguishers will not be removed from motor vehicles. However, all extinguishers will be secured in fire extinguisher racks mounted to the vehicle.

(3) Acetylene tanks will be labeled with a flammable gas label, removed from the vehicle and strapped to separate wooden pallets. Oxygen tanks will be labeled with a nonflammable gas and oxidizer label, removed from the vehicle, and strapped to separate wooden pallets except on vehicles which have diesel fuel in their fuel tanks or designated medical vehicles if transported in a secured mounting bracket.

NOTE: *Both tanks must be marked with the UIC and the shipment unit number.*

(4) Trailer mounted equipment containing combustion engines (i.e., generator sets) will be not more than 50 percent full.

(5) Five-gallon fuel cans, water heaters, gasoline lanterns, portable generators, blow torches, and similar equipment in which fuel or combustibles are used or stored will be completely drained and cleaned before shipment. During a contingency, fuel may be carried in jerry cans if separated from the vehicle and palletized for deck storage.

d. The following references are required for shipping hazardous and sensitive items:

(1) TM 38-250 for shipping hazardous cargo by military air.

(2) 49 CFR for shipping hazardous cargo commercially by all modes in CONUS.

(3) International Maritime Dangerous Goods Code for international shipment by waterway. Most of the rules for unit moves are also incorporated in 49 CFR.

(4) AR 385-55, Prevention of Motor Vehicle Accidents; FORSCOM Regulation 700-4, Ammunition; 49 CFR, parts 171-199,; and DoD

Reg 4500.9-R, Part II, Cargo Movement for transporting hazardous material in organic vehicles.

(5) AR 190-11 for transporting classified and sensitive cargo.

(6) Appendix N in this regulation for additional guidance on HAZMAT shipping documentation.

(7) IATA Dangerous Goods Regulation for transporting HAZMAT by commercial air.

e. STARC DMCs will ensure approved routes are being used for convoys carrying hazardous materials. Commanders will be prepared to respond immediately and correctly to any hazardous material spills, releases, or leaks during convoy movement. The following regulations provide guidance:

(1) FORSCOM Reg 385-1

(2) AR 385-55, Chg 2

(3) AR 385-14

(4) FM 55-30

(5) The Emergency Response Guidebook (Published by Department of Transportation)

STEP 5 - IDENTIFY BULK CARGO THAT NEEDS TO BE MOVED AND DEVELOP PACKING LISTS (DD FORM 1750 or DA Form 5748-R)

All consolidated cargo (boxed, crated, etc.) loaded in vehicles, containers, and on 463L pallets must display a separate packing list that shows complete contents. (See Figure 5-3 and 5-4). Upon execution, copies of the packing list will be distributed as follows:

a. One inside the container.

b. One on the outside of the container (exception - containers with sensitive items)

c. Two copies retained by unit representatives at POE.

d. One with the Unit Movement Plan.

e. One provided to UMC/ITO for commercial shipments.

Installations may request additional copies. Packing lists are not required for items that do not need identification (such as empty vehicles, nested cans, or bundled shovels). However, these items must be listed on the load diagram if loaded in a truck or container. A packing list is not required for a container already having a list of contents affixed to it, such as inventories of tools or parts found in supply bulletins. The packing list will be placed on both the inside and outside of the container. The exception is for sensitive items. Sensitive items will not be listed on a packing list on the outside of the container. However, the UMO will notify the ITO that sensitive items are being shipped by completing

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a DD Form 1907 (Signature and Tally Record). It will accompany the GBL to create a "chain-of-custody" IAW DoD Reg 4500.9-R, Part II. DA Form 5748-R, Shipment Unit Packing List and Load Diagram, is an authorized substitute for DD Form 1750 and FORSCOM Form 285-R.

STEP 6 - DEVELOP VEHICLE LOAD PLANS (FORSCOM FORM 285-R or DA Form 5748-R - SEE FIG 5-2) FOR UNIT EQUIPMENT. EQUIPMENT THAT CAN'T BE LOADED ON ORGANIC VEHICLES SHOULD BE PLANNED FOR MOVEMENT COMMERCIALY CONTAINER, RAIL, HIGHWAY, OTHER MILITARY ASSETS, ETC.)

a. Emphasis is on movement of fully loaded transportation assets organic to the unit and major command, with commercial surface augmentation, as required. However, when intransit security is a major concern, the commander can plan for all equipment to be containerized. Before choosing this option, commanders should coordinate with the ITO and review in-theater capabilities for handling and movement.

b. Units will not exceed payload capacity when loading organic vehicles. Through a series of jolts in transit, an overloaded vehicle

could sustain structural damage that may result in a non-operational vehicle at destination.

c. All units will complete FORSCOM Form 285-R or DA Form 5748-R for organic vehicles and trailers carrying secondary loads. Load cards are developed to assist the unit in locating equipment loaded on organic vehicles and to assist the unit in identifying transportation requirements exceeding the unit's lift capability.

(1) Unit cargo (vehicles and equipment) will be prepared for shipment according to the mode of transportation and the type of move. Depending upon the strategic lift for deployment, full reduction may or may not be required. Every effort will be made to support the commander's concept of operations. Man-hours spent in vehicle preparation can impact the mission on both ends of the deployment. Details will normally be found in the MTMC Port Call message or the operations order for sealift and be determined by type aircraft when movement is by air. When preparing vehicles for shipment, unit personnel must ensure that equipment conforms to clearance and space restrictions. The following provides general vehicle reduction guidance to meet clearance/space restrictions:

	<u>COMPONENT</u>	<u>ORIGIN/DEST</u>	UNDER 400 MILES	OVER 400 MILES
SURFACE	RC	HS/MS	ORGANIC- CONVOY OPERATIONAL -	COMMERCIAL- CHECK WITH SI/USPFO FOR REDUCTION REQUIREMENTS
	AC/RC	MS/SPOE	ORGANIC- CONVOY- OPERATIONAL	COMMERCIAL-CHECK WITH MS ITO/PORT CALL MESSAGE FOR REDUCTION REQUIREMENTS
	AC/RC	SPOE/THEATER	REDUCE AS REQUIRED BY PORT CALL MESSAGE	REDUCE AS REQUIRED BY PORT CALL MESSAGE
AIR	AC/RC	APOE/THEATER	REDUCE OVERALL HEIGHT TO 103 INCHES TO MAKE C-141 TRANSPORTABLE	REDUCE OVERALL HEIGHT TO 103 INCHES TO MAKE C-141 TRANSPORTABLE

NOTE: When planning for movement by surface (commercial rail, truck, sealift) and no specific planning guidance is available (port call message, ITO, etc.), use Index - Reduced for Sealift-Operational (tarps and bows in place; mirrors folded in) from TB 55-46-1 for reporting cargo carrying vehicles on the AUEL/DEL. For noncargo carrying vehicles, use reduced configuration.

(2) When shipping vehicles commercially or by sea, personnel must, as a minimum, fold in side-mounted rearview mirrors and remove storage baskets which overhang the vehicles fixed dimensions to prevent damage to the equipment.

(3) Tactical vehicles have cargo/personnel carrying capability not listed in TB 55-46-1. These vehicles may be used to transport unit equipment and supplies when the commander determines that the cargo and the vehicle can be adequately protected during transit. However, care must be exercised in loading these vehicles to ensure that the rated load capacity of the vehicle is not exceeded. Loads in tactical vehicles can be indicated on the AUEL/DEL using LINs, if available and the load allows, or using the weight, dimensions and description of the cargo.

(4) At no time will weapons be shipped in unsecured vehicles. All weapon shipments will be conducted IAW DoD Reg 4500.9-R, Part II, and AR 190-11.

(5) Sensitive or high dollar equipment will not be loaded in unsecured vehicles. Items, such as night vision goggles, binoculars and Chemical Defense Equipment (CDE) must be shipped in secured, locked unit containers. All sensitive items will be accounted for IAW appropriate supply and physical security procedures.

(6) Hazardous items must be loaded last to ensure easy accessibility in emergencies.

(7) Information on dimensions, weights, and cubes for all Army equipment is in the CD-ROM and worldwide web versions of TB 55-46-1. Only major end items are contained in the hard copy version.

(8) Vehicle modifications (i.e., shelters, bumper modifications, add-on equipment, etc.) made by the unit which change the configuration of the vehicle will be approved by MTMCTEA, through FORSCOM. Modified vehicles cannot be deployed without this approval. Vehicle modifications must be reflected on the AUEL/DEL.

(9) Normally, the driver's and assistant driver's weights will not be added to the vehicle's empty or loaded weight. However, to avoid overloads on light vehicles such as HMMWVs and CUCVs, personnel weights must be considered as part of the payload.

d. Load plans will be tested or validated every two years by RC units and every year by AC units. Load plan testing will include actually configuring and loading unit equipment, when available. When unit equipment is not available, diagrams of the conveyance can be drawn onto parking areas, drill hall floors, or other locations, to

simulate loading functions; however, the weight capacity of the vehicles and MHE requirements must be considered in the test. Once a vehicle load plan has been physically tested (actually loaded), the data is recorded on the load card and packing lists. The test is verified on the load card. If the load is changed, the plan must be physically retested.

e. FORSCOM Form 285-1-R (Figure 5-5) will be used to request commercial transportation for both personnel and equipment beyond the unit's organic ability to move. Equipment to be moved will be described with critical weight and dimensions provided. If the installation authorizes an alternate format for requesting commercial support, it may be used, i.e., memorandum, AUEL, etc.

(1) Commercial surface transportation will be planned for cargo and personnel that the unit is not able to transport. The unit is not authorized to contract for commercial transportation. Commercial buses, trucks, railcars, or aircraft will be contracted for and coordinated by the installation.

(2) The shipping unit is responsible for loading equipment on commercial motor and rail conveyance at origin and for unloading or coordinating the unloading at destination. The unit must ensure the commercial conveyance is cleared of debris after unloading.

STEP 7 - IDENTIFY BLOCKING, BRACING, PACKING, CRATING, TIEDOWN (BBPCT) REQUIREMENTS.

See Chapter 6 and Appendix F. Also, see MTMCTEA Ref 96-55-20 for cargo tiedown on trucks and MTMCTEA Pam 55-19 for tiedown guidance for rail movements.

STEP 8 - TRANSLATE WHAT NEEDS TO BE MOVED INTO TRANSPORTATION TERMS (AUEL/DEL) USING TC ACCIS.

a. The UMO is required to keep a record of up-to-date UMD. UMD is a list of equipment and supplies the unit plans to deploy to accomplish its mission. It is configured based on the anticipated transportation mode and includes the transportability data necessary to plan the move. Planning UMD is kept on file and updated periodically. The printed, formatted listing is called the AUEL. It reflects current on-hand equipment. Planning UMD is submitted through the installation UMC to FORSCOM where it is recorded in the COMPASS database.

NOTE: AUELS for RC units will no longer reflect mobilization movement data. Both AC and RC units

will report on-hand equipment and supplies in anticipated deployment configurations.

b. Upon execution, the unit will create the DEL by updating the AUEL to reflect actual shipping data for the mission. Vehicles will be weighed and actual weights used when vehicles/equipment are deployed by air. For equipment deployed by sea, planned load weights contained in TB 55-46-1 are acceptable for empty vehicles, trailers, and major end items. Equipment in which weight can vary, i.e., containers and vehicles/trailers with secondary loads, must be weighed and the actual weight annotated on shipping documentation. For all modes, equipment shipping dimensions must be accurately reported on the DEL.

c. UMD will be collected IAW FORSCOM Reg 55-2.

d. The Summary and Detail AUEL Report will be filed in the unit movement plan. Copies of vehicle load cards and packing lists will be filed in Shipment Unit Number (SUN) Sequence behind the AUEL report. These documents do not need to be forwarded with the Unit Movement Plan for approval unless required by the installation UMC. The installation UMC will review AC deployment plans annually and RC deployment plans, if required, every two years.

STEP 9. DETERMINE HOW THE PERSONNEL AND EQUIPMENT WILL BE MOVED TO THE POES.

a. Units with roadable vehicles located within a 1-day (400 miles) road march to the POE will move via organic mode to the maximum extent possible.

b. For general planning purposes, military vehicles convoying on controlled access highways are programmed to average 400 miles per day, calculated on a 10-hour-day road time. Exceptions will be made to this policy when, in the commander's opinion, organic movement would adversely affect equipment readiness or when enroute support would be inadequate to support an organic movement. Commercial transportation must then be requested based on the required delivery date.

c. Exceptions to move by commercial mode and extensions to provide additional time for halts or rest enroute may be granted by the installation UMC. Criteria to be used for approval will be as follows:

- (1) Impact on equipment readiness.
- (2) Adequacy of enroute support

d. Rotary wing aircraft will be flown to the port of embarkation, where they will be disassembled for shipment.

STEP 10 - PREPARE THE UNIT DEPLOYMENT MOVEMENT PLAN

a. Use the sample movement plan at Appendix H to determine the information required. The sample movement plan may be in greater detail than that required by the approving installation UMC.

b. Determine administrative, logistical, and coordinating requirements for the plan. Consider requirements such as petroleum oils and lubricants (POL), return of drivers from SPOE to MS, and enroute medical, messing, and maintenance.

c. Prepare movement plans and send copies to the installation UMC for coordination, validation, and approval. Vehicle load cards and packing lists will not be forwarded unless required by the approving authority. AC deployment movement plans will be reviewed and approved by the installation UMC annually. RC deployment plans, if required by the MS, will be reviewed and approved by the MS UMC every two years. The AUEL and UMO Appointment Memorandum will be kept on file by the approving authority:

STEP 11 - UPDATE AUEL AS CHANGES OCCUR IN OPLAN, CONPLAN, EQUIPMENT, COMMANDER'S INTENT, AND UPON MISSION EXECUTION (ACTUAL VS PLANNING WEIGHTS/SHIPPING CONFIGURATIONS)

Significant changes in unit equipment that affect transportation requirements will be reported to the UMC/DMC as they occur. However, in both planning and execution, update timelines are published and must be adhered to by the units. The importance of the AUEL which is updated to produce the TC ACCIS DEL cannot be overemphasized. From this data, the units equipment manifest and military shipment labels are produced. Errors can result in the unit's equipment being frustrated at the POE.

NOTE: *On the AUEL, the "J" and "H" records are optional data submissions to FORSCOM.*

Section III

General Guidance for Movement Planning by Mode

5-6. Documentation

Table 5-1 provides a guide for the documentation required for all modes.

5-7. Convoy Planning

See Chapter 7 and the following references for guidance on convoy operations:

- a. FM 55-65, Strategic Deployment
- b. FM 55-30, Army Motor Transport Operations.
- c. DoD Reg 4500.9-R, Part III, Mobility

5-8. Air Movement Planning

a. Air movement plans are only required for those units with equipment listed on an OPLAN TPFDD, units whose equipment is projected for movement in a CONPLAN, or for units participating in an exercise where air is the mode directed.

b. Units should plan to use the C-5 or C-17 for outsized items that are not reducible and the C-141 for all remaining equipment within the Allowable Cabin Loads (ACL).

c. Units should not plan to use the C-130 for administrative overseas deployment.

d. Loads will be configured to maximum weight and cube combinations in order to utilize as few aircraft as possible. Loads too small to justify aircraft could be directed to move to designated aerial ports for consolidation.

e. Units will plan a minimum of one driver for each prime mover.

f. Equipment of the same type should be dispersed among as many different plane loads as possible to minimize the adverse impact should a particular aircraft abort. This policy will not be used to justify additional aircraft.

g. The priority of movement will be indicated through the assignment of aircraft load numbers (e.g., load/chalk 2 of 14 would be the second load to arrive at destination).

h. Unit equipment and supplies to include MEE and other TAT will be loaded into cargo vehicles as secondary loads to the maximum extent possible.

i. All general cargo not loaded on vehicles will be palletized on USAF 463L pallets. Units requiring 463L pallets will contact the ITO or designated installation staff for issue.

j. Vehicle/cargo preparation, documentation and certification is a unit responsibility.

k. Units will ensure that keys/combinations are available to unlock any unit equipment and containers, to include footlockers. Recommend drivers have keys. (This does not include duffel bags.)

l. Prime movers and trailers will be loaded on the same aircraft.

m. See FM 55-9, Unit Air Movement Planning, and Appendix C, D, and J for additional guidance.

n. DD Form 1387 (Military Shipping Labels), with a bar coded TCN will be uniformly applied to unit equipment and cargo moving by air. For vehicles and consolidated shipment units (containers and 463L pallets) labels will be applied on two adjacent sides. One label is placed on the left front (driver's side) of each vehicle. The other label is placed on the left side door (driver's door) or comparable location. In addition, the TCNs from the DD Form 1387, Military Shipping Label (MSL) will be listed on the aircraft load plan. An automated interface between FORSCOM and AMC is not yet in place for the transfer of DEL data. For equipment deploying by air, units are required to provide the TALCE copies of the TC ACCIS produced ATCMD on disk.

o. Internal airlift/helicopter slingable unit (ISU) containers are certified for movement on AMC aircraft. They are 463L compatible and have a 10,000 pound capacity. The base measures 88 by 108 inches and allows forklift entry. ISUs are available in heights of 60 and 90 inches.

p. The M-1 tank can only be loaded/unloaded through the forward end of the C-5.

5-9. Rail Movement Planning

a. For planning purposes, vehicle and generator set fuel tanks will be 3/4 full. Space heaters will be shipped empty.

b. Ammunition and fuel, other than that in vehicle fuel tanks, will not be loaded together on any unit vehicle for inbound or outbound rail movement. Hazardous cargo must have appropriate warning placards on all sides of load. (Units are not authorized to stencil permanent placards on vehicles.)

c. Unit equipment will be loaded into organic vehicles to the greatest extent practicable. Equipment will be properly secured for movement. Units will use Association of American Railroads (AAR) approved banding material to secure loads.

e. The most common and expeditious method of loading vehicles is the "circus" method. This method uses flatcars as a roadbed with spanners placed between cars. Track vehicles can be loaded without spanners when cars are equipped with short drawbars. All vehicles are loaded onto the rearmost car and moved forward to their assigned spaces.

f. Sensitive AAE will be locked and sealed in approved security containers. Seals and/or seal locks identified in DoD Reg 4500.9-R, Part II, Cargo Movement, will be used to secure all sensitive shipments. If railcar design permits, security containers will be placed door-to-door to prevent unauthorized access to sensitive material. If container doors do not match, place an empty

container against the loaded container to ensure there is a door-to-door match.

g. TC ACCIS provides automated rail loading capability. FORSCOM Form 285-5-R (Rail Load Plan), can be used as a worksheet to assist in manual rail load planning. See Figure 5-6.

h. Units should protect older vehicles (M939 series 5-ton, HMMVW, etc.) against intransit damage by rolling down side windows, lowering windshields, and turning mirrors inward. In newer vehicles (FMTV, PLS, HETS, and HEMTT), the windows must remain up because of potential damage by rain to the electronic transmission and central tire inflation systems. Open glass should be protected with plywood, cardboard, or a double layer of bubble wrap. However, cost versus benefit must be evaluated. Destination and the immediate necessity for mission ready vehicles should be primary considerations in weighing potential damage against protective material costs. Do not cover headlights, windshields, or mirrors with tape.

i. HQ DA purchases and prepositions railcars for FORSCOM units at designated PPPs to support rapid deployment of units assigned DRB missions. FORSCOM policy precludes use of these cars for National Training Center (NTC) rotations. However, installations can submit requests to FORSCOM/AFLG-P2L-T, to use ASMP rail cars for SEDREs, contingencies, and other type movements. Each request will be considered on a case-by-case basis.

NOTE: *Every 90 days, installations must move prepositioned ASMP rail cars a minimum of 100 feet to ensure operational readiness.*

j. See MTMCTEA PAM 55-19, Tiedown Handbook for Rail Movements, for securing equipment on railcars.

5-10. Sea Movement Planning

a. A wide variety of both maritime administration and commercial ships might be allocated to support a sea movement. Although the unit is responsible for equipment preparation and documentation, it is not responsible for planning the ship load.

b. When vehicles and equipment are padlocked prior to ship loading, deploying unit personnel and/or supercargoes must have appropriate keys in their possession. All unit locks and keys will be identified by unit identification numbers. Keys must be available when equipment arrives at the port to facilitate handling. This procedure ensures that port authorities will not have to cut locks in order to operate/move vehicles.

c. When sensitive items, particularly weapons, are shipped in a locked container, padlocking alone is inadequate security. For single containers, the door must be flush against an immovable object; for more than one container, the door of one container will be flush against that of another to preclude unauthorized access to sensitive items while in transit. (See Appendix L concerning DA policy for shipping sensitive items in containers by surface.)

d. Vehicle reduction requirements will be based on type of ship used (See para 5-5 Step 6 for general vehicle reduction guidance).

e. All vehicles must have their lifting and tiedown shackles installed to aid port operations.

f. Secondary loads on vehicles must be blocked, braced, and tied down properly to ensure loads cannot move in any direction during ship voyage. These loads must be annotated on the AUEL/DEL.

g. All secondary loads, which have shelves, drawers or cabinets (i.e., shop vans or repair vans) will have drawers secured or locked.

h. See FM 55-65 for additional guidance on sea movement.

i. See MTMCTEA Reference 96-55-21 and MTMCTEA Reference 97-55-22 for procedures on lifting and securing helicopters and other military equipment for marine transport.

j. See MTMCTEA Reference 96-55-23 for guidance on loading vehicles in containers. Wheeled vehicles or other major end items will only be loaded in containers under special conditions or for security reasons and must be coordinated with higher headquarters and the deploying installation.

Section IV

Related Movement Considerations

5-11. Threat Guidance

Units must always take security precautions when moving unit vehicles or equipment and include this guidance in their deployment plan. The minimum threat for any move, organic or commercial, is that of theft or pilferage. This threat can occur at any stage of the unit's move. Personnel will ensure that unit property is properly secured and protected.

5-12. Transportation Shipment Discrepancies

During deployments/redeployments, the commander is responsible for ensuring unit equipment being shipped is properly inspected at both origin and destination. Damages and/or shortages must be

documented and reported. The DA Form 2404, Equipment Inspection and Maintenance Worksheet, will be used by the unit to provide an internal audit trail of equipment condition. The Freight Bill or Government Bill of Lading (GBL) is used by the unit to formally document transportation discrepancies and is submitted to the ITO who is responsible for filing government claims against commercial carriers (See DoD Reg 4500.9-R, Part II). Port personnel are responsible for documenting equipment damage at SPOEs/SPODs.

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DOCUMENTATION REQUIREMENTS	VEHICLES(1)	CONTAINERS	463L PALLETES	PERSONAL BAGGAGE
ALL MODES --				
Warning Placards/Labels (when applicable) (for hazardous cargo)	X	X	X	
Signature and Tally Record (DD Form 1907) (when applicable) (for sensitive cargo accountability)	X	X	X	
UIC and Shipment Unit Number (Stenciled)	X(4)	X(5)		
Military Shipping Label (DD Form 1387)	X(3)	X(3)	X(3)	
Packing Lists (DD Form 1750 or DA Form 5748-R)	X	X	X	
Security Seal	X(2)	X		
ALL MODES -- REDEPLOYMENT ONLY --				
*Military Customs Inspection Label (DD Form 1253) or Tag (DD Form 1253-1)	X	X	X	X
*U.S. Customs Accompanied Baggage Declaration				X
+*Decontamination Tag (DD Form 2271)	X	X		
+ Commanders Certificate (no ammo or body parts)	X	X		
+ Certificate of Registration (CF 4455 or 4457) (when applicable)				X
+ Registration of War Trophy Firearms (DD Form 603) (when applicable)			X	X
AIR ONLY--				
Passenger Manifest (DD Form 2131)				X
Cargo Manifest (DD Form 2130 Series)	X	X	X	
Pallet Identifier (DD Form 2775) or Compatible Form			X	
Special Handling Data/Certification (DD Form 1387-2) (for sensitive and classified)	X	X	X	
Shippers Declaration for Dangerous Goods (Form #: MISC PUB 55-3) (for hazardous, sensitive and classified)	X	X	X	
Advanced Transportation Control and Movement Document (ATCMD) (TC ACCIS product copied to disk)	X	X	X	
SEA ONLY --				
Shipping Paper and Emergency Response Information for Hazardous Materials Transported by Government Vehicles (DD Form 836)	X	X		
RAIL/COMMERCIAL TRUCK ONLY--				
Government Bill of Lading (GBL) (Prepared by the Transportation Office)	X	X		
CONVOY ONLY--				
Convoy Clearance Request (DD Form 1265 or DD Form 2777)	X			
Special Hauling Permit (DD Form 1266 or DD Form 2777) (when applicable)	X			
Motor Vehicle Inspection (DD Form 626) (when applicable)	X			
Shipping Paper and Emergency Response Information for Hazardous Materials Transported by Government Vehicles (DD Form 836)	X			

Table 5-1. Deployment Documentation Requirements

NOTES:

X Identifies documentation requirement.

** Asterisk identifies items that Customs or USDA inspectors may substitute CF for DD forms.*

+ Overseas Redeployment, if directed.

(1) Includes major weapon systems and aircraft.

(2) Seal affixed to all cargo access areas.

(3) For all vehicles and consolidated shipment units (containers and 463L pallets) deploying OCONUS or on EDREs/SEDREs, regardless of mode, military shipping labels (DD Form 1387) will be applied on two adjacent sides. For air, military shipping labels will be used for both CONUS and OCONUS moves. For vehicles, labels are placed on the front (driver's side) and on the left door (driver's door).

(4) Stencil the UIC and SUN on the front and rear bumpers in 2-inch lettering.

(5) Only stencil/mark FORSCOM and unit owned containers.

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	YES	NO	NA
1. Have a Unit Movement Officer and Alternate been appointed?			
2. Does the unit have the required publications to support unit movement planning?			
3. Does the unit have an approved mobilization (RC only) and deployment (RC/AC) movement plan? (USAR MSC/STARC/ installation approved)			
4. Has the unit movement plan been prepared IAW FORSCOM Reg 55-1?			
5. Has the Unit Movement Officer reviewed unit plans to ensure that they conform to directives of higher headquarters?			
6. Does the unit have established procedures for the following?			
a. Identifying, packaging, loading, certifying and transporting hazardous cargo?			
b. Marking of vehicles for convoy movements?			
c. Loading and unloading of vehicles before and after movement?			
d. Enroute maintenance during convoy movement?			
7. Have SOPs been reviewed and staffed to ensure conformity with regulations?			
8. Does the unit movement plan address the following:			
a. Movement of the advanced detachment to the MS/POE, if required?			
b. Movement of the main body?			
c. Movement of MTOE/CTA equipment from HS/MATES/UTES/WETS/ECS			
9. Does the unit have the most current AUDEL report on hand?			
10. Has FORSCOM Form 285-R and DD Form 1750 been completed for each loaded vehicle and trailer?			
11. For units with equipment which can not be transported organically, has FORSCOM Form 285-1-R been completed?			
12. Has blocking, bracing, packing, crating and tiedown material been considered, requirements identified, sources identified and coordination made with USPFO/SI/MS?			
13. Have unit load teams been identified and trained?			
14. For units that convoy, have convoy requirements been identified, appropriate coordination and forms completed?			
15. Has hazardous cargo been identified, marked/labeled, packaged, properly loaded, and certified for movement?			
16. Has the unit properly marked vehicles for convoy movement.			

Figure 5-1. Movement Planning Guide

Bumper # B-14 **VEHICLE LOAD CARD**
(FM 55-46-1 & 2) and (FORSCOM Reg 55-1)

UNIT/AIC 213 MED BN	VEH LIN NO X40009	NOMEN/AMC NO 28 TOW TRUCK	SEC/PLT ASGO	SHIPMENT UNIT NO D0037	DATE COMPLETED 1 MAR 93
B Co WYABCO	INDEX 00	M35A2			
LENGTH OF VEH OPERATIONAL 26.5	REDUCED	WIDTH OF VEH OPERATIONAL 9.4	REDUCED 11.3	HEIGHT OF VEH OPERATIONAL 13/80	REDUCED
CARGO AREA LENGTH WIDTH HEIGHT	OPERATIONAL	CARGO AREA CUBIC FT REDUCED			
CB/ICG IS	NOT COMPUTED FOR HS TO MS	TEST LOAD VERIFIED BY JTC Anderson	DATE 15 MAR 93		

CARGO COMPARTMENT VIEW

CARGO LOC NO	CARGO DESCRIPTION & TYPE PACK	NO OF ITEMS	PC CUBIC FT	TOTAL CUBIC FT	PC WT	TOTAL WT
1	TABLE FOLDING (BX)	4			430	1720
2	BED BOARD (BX)	4			132	528
3	TABLE FOLDING (BX)	1			129	159
4	LABOVEN (BX)	1			400	400
5	REFRIGERATOR (BX)	1			584	584
6	BATTERIES (BX)	1			40	40
7	BATTERY W/ KLEP (BX)	1			235	235
8	PARATOWELS (BX)	1			103	103
9	MATTRESSES (BX)	10			100	1000
10	PILLOWS (BX)	1			111	111
LOAD PLUS VEHICLE WT 16,646		PARAMTGE PARA AND LIN NO OF DRIVER PARA109 LINE 03				

FORSCOM Form 285-R, 1 Mar 93 EDITION OF 1 AUG 80 MAY BE USED. 5 1/2X8 1/2

Enter vehicle bumper number.

AUEL generated identifier

Date of Entry (Pencil)

Blocks completed in sample are mandatory.
Blocks not completed are optional.Depending on planned shipping configuration,
either operational and/or reduced entries
are made under length, width, height of vehicle.Diagram showing where items are loaded in the
cargo compartment.A DD Form 1750 (Packing List) is required for
each item packed in a box or container prior
to deployment.Red line: Above "red line" load reflects
vehicle cargo moving from MS to A/SPOE
(Deployment Movement Plan). Entire load
(above plus below "red line") reflects cargo
moving from HS to MS (Mobilization Movement Plan).
If load remains the same for both moves or only
load for mobilization movement can be predetermined,
no red line is required (RC only).Total weight of load plus the empty weight of
the vehicle (AC only).Total weight of items loaded above the red line,
plus the empty weight of the vehicle. (RC only).* NOTE: Do not exceed allowable cross country weight.
DA Form 5748-R, Shipment Unit Packing List and Load
Diagram, is an authorized substitute for FORSCOM 285-R
and DD Form 1750. See FM 55-65 for instructions.

Figure 5-2. Sample Vehicle Load Card

CARGO LOC NO	CARGO DESCRIPTION & TYPE PACK	NO OF ITEMS	PC CUBIC FT	TOTAL CUBIC FT	PC WT	TOTAL WT
	SAMPLE					
	WEIGHT OF BBPCT MATERIALS					
	TOTALS +					

NUMBERS OF DD FORM 1750 (PACKING LIST) THIS LOAD = ONE

REMARKS (*List of BBPCT materials needed this load, to include weight*)

Figure 5-2. Sample Vehicle Load Card (Continued)

PACKING LIST		PACKED BY Individual Packing the container	1. NO. BOXES One (1) unless consolidated	2a. REQUISITION NO. Vehicle Bumper Number 2b. ORDER NO. Shipment Unit Number from AUEL/DEL		
3. END ITEM DO NOT USE MISC. TOE EQUIPMENT. Be specific e.g., NBC Defense Equipment				4. DATE		
				5. PAGE _____ OF _____ PAGES		
BOX NO. (a)	CONTENTS - STOCK NUMBER AND NOMENCLATURE (b)	UNIT OF ISSUE (c)	QUANTITIES REQUIRED			
			INITIAL OPERATION (d)	RUNNING SPARES (e)	TOTAL (f)	
1	Line Number (from Property Book) Stock Number Nomenclature BBPCT e.g., Special crating and/or internal packing materials etc., BE SPECIFIC Total Weight----- Description of Container Dimensions	EA N/A	PACKS # in Box N/A	WEIGHT of each items (lbs) (lbs)	TOTAL WEIGHT (lbs)	
6. THIS CERTIFIES THAT ITEMS LISTED HEREON ARE WITHIN THE SPECIFIED BOXES						
TYPED NAME AND TITLE Primary or Alternate UMO			SIGNATURE Primary or Alternate UMO			

Figure 5-3. Packing List, DD Form 1750

PACKING LIST		PACKED BY Individual Packing the container	1. NO. BOXES One (1) unless consolidated	2a. REQUISITION NO. Vehicle Bumper Number	
3. END ITEM			2b. ORDER NO. Shipment Unit Number from AUEL/DEL		
			4. DATE		
			5. PAGE _____ OF _____ PAGES		
BOX NO. <small>(a)</small>	CONTENTS - STOCK NUMBER AND NOMENCLATURE <small>(b)</small>	UNIT OF ISSUE <small>(c)</small>	QUANTITIES REQUIRED		
			INITIAL OPERATION <small>(d)</small>	RUNNING SPARES <small>(e)</small>	TOTAL <small>(f)</small>
	DESCRIPTION	PACKS	WEIGHT	TOTAL	
	NSN/FSN:	# in	of each	WEIGHT	
	HAZARD CLASS:	Box	items	(lbs)	
	IDENTIFICATION NUMBER (UN/NA)		(lbs)		
	BBPCT - Special crating and/or internal packing materials required.				
6. THIS CERTIFIES THAT ITEMS LISTED HEREON ARE WITHIN THE SPECIFIED BOXES					
TYPED NAME AND TITLE Primary or Alternate UMO			SIGNATURE Primary or Alternate UMO		

Figure 5-4. Packing List, DD Form 1750 (Hazardous Cargo)

REQUEST FOR COMMERCIAL TRANSPORTATION <small>(FORSCOM REG 55-1)</small>										
1. UNIT			2. HOME STATION <i>(Complete Address)</i>			5. AVAILABLE TO DEPART <i>(Date & Time)</i>				
3. TELEPHONE NO			4. SHIPPED TO			6. COMMERCIAL TRANSPORTATION REQUIRED FOR				
DSN		COMMERCIAL				NO OF PASSENGERS		WT OF BAGGAGE	TYPE & QTY OF VEH EQUIP	
SHIPPING FACILITIES										
RAIL					BUS		AIR		HEAVY LIFT	
7. LOCATION OF NEAREST RAILHEAD			8. DISTANCE IN MILES FROM HOME STATION TO RAILHEAD		9. LOCATION OF NEAREST ARMORY		10. NEAREST COMMERCIAL AIRPORT PROVIDING SCD PASSENGER & FREIGHT SVC <i>(Name & Location)</i>		11. TYPE CAPACITY TONS	
PASSENGERS		INITIALS OF RR SERVING	PASSENGERS		NAME OF LOCAL BUS COMPANY				LOADING RAMPS AND DOCKS	
GENERAL FREIGHT <i>(Address)</i>			GENERAL FREIGHT							
SIDING FOR TRACKED VEH <i>(Address)</i>		INITIALS OF RR SERVING	TRACKED VEHICLES		DISTANCE FROM HOME STATION TO BUS TERMINAL <i>(Miles)</i>		DISTANCE FROM HOME STATION TO AIRPORT <i>(Miles)</i>			
12. VEHICLE CARGO DESCRIPTION										
MODEL	DESCRIPTION				LENGTH	WIDTH	HEIGHT	CUBE	QTY	WT
TOTAL										
13. FUND CITE										
14. REMARKS										
15. TYPED NAME, GRADE, AND TITLE						16. SIGNATURE				

FORSCOM Form 285-1-R, 1 Mar 93

EDITION OF 1 OCT 82 MAY BE USED.

11x8 1/2

Figure 5-5. Request for Commercial Transportation

**FORSCOM FORM 285-1-R
INSTRUCTIONS**

ITEM #1. UNIT NAME. Name of unit submitting commercial request.

ITEM #2. HOME STATION. Complete address of unit submitting request.

ITEM #3. TELEPHONE NO. Commercial and DSN telephone numbers of unit submitting request.

ITEM #4. SHIPPED TO. Complete address of unit/location to receive commercial shipment.

ITEM #5. AVAILABLE TO DEPART (Date and Time). Date and time commercial shipment will be ready for pickup. (For RC mobilization plan, based on mobilization station arrival date [MBSAD]).

ITEM #6. COMMERCIAL TRANSPORTATION REQUIRED FOR:

a. Provide number of passengers and weight of baggage for passengers that require commercial transportation from HS/MS.

b. Provide types and quantities of vehicles/equipment that requires commercial transportation from HS/MS. (Use ITEM #12 for large number of vehicles/equipment).

SHIPPING FACILITIES

ITEM #7. LOCATION OF NEAREST RAILHEAD FOR (RC only):

a. PASSENGERS. (City/Railroad of nearest facility).

b. GENERAL FREIGHT (Address of nearest rail loading facility for loading wheel vehicles and general equipment, if available) INITIALS OF RAILROAD (i.e., CSX, NS, etc.).

c. SIDING FOR TRACKED VEHICLES (Address of nearest rail loading facility/siding for loading track vehicles, if available.) INITIALS OF RAILROAD.

ITEM #8. DISTANCE FROM HOME STATION TO RAILHEAD FOR (RC only):

a. PASSENGERS. Number of miles to nearest railroad facility for passengers.

b. GENERAL FREIGHT. Number of miles to the nearest railroad facility for loading wheel vehicles or general freight/equipment.

ITEM #9. BUS (RC only)

a. LOCATION OF NEAREST ARMORY. Or Reserve Center for pickup of passengers by commercial bus. (Give exact address).

b. NAME OF LOCAL BUS COMPANY. Name and number of local bus company that can be contacted for chartering buses to move passengers from HS to MS.

c. DISTANCE FROM HOME STATION TO BUS TERMINAL. Distance from HS to local bus terminal.

ITEM #10. AIR (RC only).

a. NEAREST COMMERCIAL AIRPORT PROVIDING SCHEDULES PASSENGER AND FREIGHT SERVICE (Name and Location). Name and location of nearest commercial airport for commercial air transportation of passengers or freight.

b. DISTANCE FROM HOME STATION TO AIRPORT (Miles). Distance from Home Station to nearest commercial airport.

ITEM #11. HEAVY LIFT (RC only).

a. TYPE/CAPACITY/TONS. Type, capacity and tonnage of any heavy lift (i.e., cranes, etc.) capability in the area (commercial/military) that can be used for loading equipment/freight.

b. LOADING RAMPS AND DOCKS. Location of nearest loading ramps and docks for loading freight, equipment or military vehicles. If not at the HS, give name of nearest commercial or noncommercial facility that can be used for loading equipment/ freight/military vehicles.

ITEM #12. CARGO DESCRIPTION.

a. List vehicles/equipment requiring commercial shipment. The following information is required for each item: QTY MODEL DESCRIPTION LGTH WIDTH HT CUBE WT

b. If AUEL is attached, list the Shipment Unit Number (“D” or “F” number) for each item requiring commercial equipment and highlight piece of equipment on the AUEL. (AUEL will contain all information required in para a above).

ITEM #13. FUND CITE. Provide fund cite/appropriation required for commercial movement of equipment. (Not required by unit for mobilization.)

ITEM #14. REMARKS.

a. Provide name and telephone number of unit point of contact.

b. Provide special loading instructions, i.e., special needs for heavy lift support, etc.

ITEM #15. TYPED NAME, GRADE, AND TITLE. Typed name, grade and title of unit representative, UMO, or commander submitting request for commercial transportation.

ITEM #16. SIGNATURE. Signature of Unit Representative.

RAIL LOAD PLAN (FORSCOM REG 55-1)					PAGE	OF	PAGES			
1. UNIT		2. UIC		3. DATE	4. TYPE PLAN					
5. UNIT LOAD NO	6. RAIL CAR NO	7. TYPE/SIZE OF RAIL CAR		8. LOAD SITE	9. DESTINATION					
10. SCALE 1/4" = 3'										
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 20%;"> <p>NO LOAD AREA</p> <p>_____</p> </div> <div style="width: 60%; border: 1px solid black; height: 100px; position: relative;"> <div style="position: absolute; top: 0; right: 0; width: 20px; height: 20px; border: 1px solid black; border-radius: 50%; text-align: center; line-height: 20px;">X</div> </div> <div style="width: 20%;"> <p>BRAKE WHEEL CLEARANCE</p> <p>_____</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> 54 60 89 </div>										
11. LOAD DESCRIPTION										
LOAD SEG A	ITEM MODEL AND NOMENCLATURE/DESCRIPTION B	BUMPER NO C	SHIPMENT UNIT NO D	REMARKS (Hazardous materials, special loading configuration, etc.) E	F. PLANNING DATA					
					LENGTH	WIDTH	HEIGHT	WEIGHT	SQ FT	CUBIC
12. NAME, GRADE, ORGANIZATION OF PLANNER		13. DATE APPROVED	14. NAME, GRADE, ORGANIZATION OF APPROVING OFFICIAL		15. SIGNATURE OF APPROVING OFFICIAL					

FORSCOM Form 285-5-R, 1 Mar 93 EDITION OF 1 FEB 85 MAY BE USED 11X8 1/2

Figure 5-6. Rail Load Plan

[illegible]

Figure 5-6. Rail Load Plan (Continued)

Chapter 6

Blocking, Bracing, Packing, Crating and Tiedown (BBPCT) Materials

6-1. General

This chapter describes the policy for obtaining and stocking BBPCT materials and related railcar loading equipment for all mobilizing and deploying units.

6-2. Definitions

a. BBPCT: "Blocking, Bracing, Packing, Crating and Tiedown (BBPCT) in Support of Full Mobilization" is the official title for the program. It includes all materials required to protect vehicles, equipment and other cargo from damage or loss during transit.

b. BBM: "Blocking and Bracing Material (BBM)" includes tiedown materials and is the term applied to materials required for rail and truck movement but does not normally include packing and crating materials. It may also be referred to as "BBT" (blocking, bracing and tiedown) material.

6-3. Policy

Policy objectives are to ensure required materials are available in time for units to comply with movement orders and to avoid stocking BBPCT materials that are readily available from local commercial sources. See Figure 6-1 for planning/resourcing responsibilities.

a. BBPCT material will be centrally stocked at installations/ activities only when it is not possible to procure items from local sources before the unit deployment date. For RC units, materials required for movement from HS to MS will be listed in a separate section of the unit movement plan and be obtained by the unit through the use of local procurement from predetermined commercial sources following receipt of an alert order and determination of mode. RC units will identify available vendors and include these sources of supply in the unit's mobilization plan.

b. For equipment moves during mobilization from HS to MS, ARNG units will receive assistance from the USPFO and STARC. RC units will identify BBPCT material requirements that cannot be procured at HS to the RSC/DRU, STARC, and if assistance in sourcing is required, to the SI.

c. Unit movement plans will contain a separate section on BBPCT material requirements. Units must determine the number of pallets, containers, boxes,

banding material, crates, and any other material required to protect and unitize the unit equipment and supplies during transit to the theater of operations.

NOTE: If units use steel banding to secure loads to vehicles, it must be a minimum of 3/4 by 0.020 inches for items weighing 3,000 pounds or less. For items weighing over 3,000 pounds, 1-1/4 inches steel banding or wire rope is required.

d. Units will report these requirements to the activity having implementing responsibility as shown in Figure 6-1. FORSCOM Form 285-R, Vehicle Load Card, will be used to record all BBPCT material required to move and load vehicles and trailers. For items and equipment moving on either organic vehicles or commercial vehicles, a DD Form 1750, Packing List, will be prepared and all BBPCT material required for movement will be listed. DA Form 5748-R is an authorized substitute for the DD Form 1750 and FORSCOM Form 285-R.

6-4. Implementation

The HQ FORSCOM, Deputy Chief of Staff for Logistics (DCSLOG), has been tasked as BBPCT Program Executive Agent to implement HQ DA policy. The installation DOL/ITO will coordinate as needed with the installation Directorate of Public Works (DPW) or appropriate installation activity to arrange for any necessary fabrication of BBPCT materials.

6-5. Determining BBM materials

BBM material must be calculated by the current AAR Loading Rules. In the absence of AAR procedures, use MTMCTEA PAM 55-19.

a. When the movement involves rail, maximum use of bilevel railcars will be planned to reduce demand on single level flatcars. For general calculations, use a planning factor of 90 percent chain tiedown type railcars. The actual percentage of railcars requiring BBM may be different, depending on the following:

- (1) Size and type of unit to be loaded.
- (2) Types of railcars actually available.
- (3) Differences in rail outloading

requirements for various POEs and OPLANs.

b. Each installation DOL/ITO, in coordination with UMC, Directorate of Plans, Training, and Mobilization (DPTM), DPW and civilian railroad officials, has the responsibility to accurately identify and program BBPCT requirements for their individual installation and supported units and activities.

6-6. Deployment installations

Installation commanders are responsible for providing all BBM material to support deployment. Long lead items (items with a procurement time in excess of 14 days) will be stocked in sufficient quantities to supply the first 30 days of deployment.

a. For movement from the installation, units must furnish their total BBPCT material requirements to their UMC on DA Form 4283, Facilities Engineering Work Request. If form is unavailable, submit in memorandum format. The unit will annotate the deployment C-Day on the request.

b. The UMC reviews the material list against the CONUS Military Installation Material Outloading and Receiving Capability Report (DD Form 1726) to determine if the units outload deployment date is within the limitations/capabilities of the installation. When the review is complete, a listing of the required material and the respective time frames are furnished through the DPW or appropriate installation activity to installation Director of Contracting (DOC) for local purchase review.

c. The installation DOC performs a local market survey to determine which required items of BBM are readily available in the required quantities from commercial sources. (Those items will not be purchased and stocked unless a subsequent market survey shows that the item(s) cannot be acquired prior to the unit outload date.) The local market survey should be conducted at least annually due to the changeable nature of supply and demand in the commercial marketplace.

d. The DOC annotates the materials list, indicating which items are not readily available on the local market. The DOC should also maintain the list of readily available materials in a form and manner which will expedite acquisition upon deployment. The DOC will only procure materials specified by the installation UMC (that is, the items neither readily available nor on hand in inventory).

e. The DPW/DOL will ensure that supply and accountability procedures include control, storage, issue, turn-in, maintenance and replacement of BBPCT materials, railcar spanners, hand tool sets, portable end ramps and any other related rail loading equipment.

f. An annual inventory of BBM material will be conducted by the DPW or DOL and furnished to the installation UMC for review to determine adequacy. Additions or deletions to requirements will be annotated on the listing and processed through the installation DOC as necessary for inventory adjustment. The annual inventory should indicate the condition of the BBM and whether it is a candidate

for rotation. The material is stocked separately from the stock fund inventory as mobilization stockage. Materials will be rotated from the BBPCT inventory to extend shelf life.

g. BBM will be stripped from the equipment at the APOE/SPOE. First option for use of the material is under control of the MTMC port commander. Any residual material will be returned by available transportation to the respective installation for reuse.

6-7. Rail loading equipment

a. Rail loading equipment includes (but may not be limited to) portable end loading ramps (single and multilevel), railcar spanners (or bridgeplates), and handtool sets.

b. The DOL will manage the inventory of BBPCT hand tool sets needed for installation of BBPCT material during mobilization. See MTMCTEA PAM 55-19, for suggested tool kit composition. BBPCT hand tool sets may be used for normal (non-mobilization/deployment) shipping activities. Installations will ensure that accountability, control, maintenance, storage, and replacement procedures must be clearly established to ensure sufficient hand tool sets are on hand in case of mobilization/deployment. The senior officer in charge of the blocking and bracing crews will be required to sign a hand receipt for the tool sets issued. To calculate the number of hand tool sets required: divide by 4 the number of rail flatcars that are expected to be positioned for a single loadout. Add 5 percent for breakage and round to the nearest whole number. (If .4 or lower, round down; if .5 or higher, round up). Example: 78 railcars divided by 4 = 19.5 x 1.05 = 20.475 tool sets, or rounded to 20.

c. Railcar spanners (bridgeplates) may be used for normal peacetime shipping activities. However, accountability controls, maintenance, storage and replacement procedures must be clearly established to ensure sufficient spanners are on hand in case of mobilization. To calculate the number of spanners required: Figure 1 set (2 each spanners) for each rail flatcar expected to be positioned for a single loadout. Add an additional set for each permanent end ramp to be used for loading. Then add 5 percent for breakage and round as in paragraph b. Example: (78 railcars loading at 3 permanent end ramps) $78 + 3 = 81 \times 1.05 = 85.05$, rounded to 85 sets (170 each) spanners.

d. Portable end loading ramps may be single level (for standard flatcars), or adjustable multilevel (for loading bilevel railcars). They may be either towed or self-propelled and will normally be procured and managed as TDA items. Like spanners, the ramps may be used for normal operational

FORSCOM/ARNG Regulation 55-1

activities provided they are properly controlled and maintained or replaced if necessary to ensure availability for mobilization. There is no formula to determine the number and types of

portable ramps required. This can only be determined by the ITO's careful evaluation of the magnitude of the outload mission, compared to the physical facilities (permanent loading ramps/docks) available. The DOL should initiate action to add to the installation TDA the number and type of ramps required but not currently authorized

BLOCKING, BRACING, PACKING, CRATING AND TIE-DOWN MATERIALS

MOVEMENT REQUIREMENT	BBPCT ASSESSMENT RESPONSIBILITY	PRESTOCKING PLANNING RESPONSIBILITY	IMPLEMENTING RESPONSIBILITY	NOTES
HS TO MS	UNIT COMMANDER	STARC/USPFO/DOL FOR ARNG; RSC/DRU FOR USAR	USPFO/DOL FOR ARNG; RSC/DRU FOR USAR	1,2 3,4
ECS/MATES/UTES NOT COLLOCATED WITH AN SI OR MS	SITE COMMANDER WITH OWNING UNIT COMMANDER	SITE COMMANDER WITH ASSISTANCE OF USPFO/DOL OR SI	USPFO/DOL FOR MATES/UTES; SI FOR ECS	1,3 4
ECS/MATES/UTES COLLOCATED WITH AN SI OR MS	SITE COMMANDER WITH OWNING UNIT COMMANDER	HOST INSTALLATION (SI)	HOST INSTALLATION NO SEPARATE PRESTOCKING	3,4
DEPLOYMENT	MS COMMANDER WITH OWNING UNIT COMMANDER	MS COMMANDER	MS COMMANDER	3,4,5

NOTES:

1. MOVEMENT MAY BE PLANNED DIRECTLY TO SPOE, RATHER THAN TO MS.
2. SI RESPONSIBLE FOR PLANNING IF RSC/DRU LACK CAPABILITY.
3. SOURCES OF MATERIALS: SI/ USPFO/DOL/DLA/COMMERCIAL
4. LONG LEAD-TIME ITEMS PROCURED AND PRE-STOCKED. (TIME IN EXCESS OF 14 DAYS)
5. ASSESSMENT BASED ON SUPPORT OF FIRST 30 DAYS OF MOVEMENT.

Figure 6-1. Blocking, Bracing, Packing, Crating and Tie-Down Material Responsibilities

Chapter 7

Convoy Operations and Movement Control in CONUS

7-1. General

This chapter provides guidance for public highway use and convoy operations in CONUS. It also establishes convoy movement control procedures that apply during peacetime, mobilization, and deployment movements to implement Mobilization Movement Control (MOBCON).

7-2. Definitions

a. Convoys are defined as follows:

(1) Any group of six or more vehicles, temporarily organized to operate as a column, with or without escort, proceeding together under a single commander will be considered a convoy. During mobilization/deployment, vehicle infiltration is prohibited.

(2) Ten or more vehicles per hour dispatched to the same destination, over the same route.

b. Oversize/overweight vehicles are defined as vehicles with sizes or weights exceeding the legal limitations prescribed by the state or local authorities in which the vehicles are operating, as reflected in FM 55-30.

7-3. Convoy Clearance Requests and Special Hauling Permits

a. Requests for convoy clearances are submitted on DD Form 1265 (Fig 7-1). Requests for special hauling permits to move oversized/overweight vehicles on public roads are submitted on DD Form 1266 (Fig 7-2). The DD Form 2777 is an alternate form which can be used to request convoy and/or oversized/overweight vehicle movement with UMC/DMC approval (See DoD Reg 4500.9-R, Part III).

b. During peacetime, the DD Form 1265 and DD Form 1266 will be submitted to arrive at the office of the DMC in the state of origin 45 days prior to the date of ARNG and USAR moves. DMCs will process the peacetime RC convoy requests and provide a convoy clearance number (CCN) to the unit 30 days prior to the move. RC units moving distances of 50 miles or less over regularly traveled routes between armories and established weekend training sites are not required to submit a convoy clearance request or use convoy vehicle markings.

AC units will submit request through the installation to the DMC 10 days prior to movement.

c. For crisis response movements, requests will be submitted as soon as possible prior to the movement. CCNs will be provided back through the chain of command to the unit as soon as the requests are processed but NLT 24 hours prior to convoy movement. If the UMC is unable to contact the DMC and/or immediate action is required, the UMC is authorized to process AC unit requests.

d. The convoy commander should identify specific check points, the required location and duration of each halt, and request any logistical support and additional routing instructions. The movement must be conducted as the clearance directs, i.e. routing, departure times, rest halts, etc. Deviations are not authorized without prior coordination with the DMC.

NOTE: Only identical vehicles with loads of uniform weight may be listed on the same DD Form 1266. Each vehicle driver must have a copy of the approved DD Form 1266.

7-4. Convoy Operations

a. Convoy operations will be planned and conducted IAW FM 55-65, FM 55-30 and DoD Reg 4500.9-R, Part III.

b. Vehicles operated in a convoy will be marked with the appropriate signs and control numbers. Convoy vehicles will use headlights while moving on highways or halted on the shoulders. When halted on road shoulders, vehicles equipped with amber flashing lights and/or emergency flasher systems will also operate these lights. While moving at night or during periods of reduced visibility, lead and trail convoy vehicles, and those oversize and/or overweight vehicles separated from the main body and/or moving by infiltration will operate hazard lights. In addition, units will comply with other precautionary measures that may be required by the state or local authorities.

7-5. Road March Policy

a. Mobilizing or deploying units with roadable tactical vehicles located within a 1-day (400 miles) road march of the MS or POE will move via organic mode. Roadable vehicles are those wheeled (not tracked) vehicles that can be driven or towed on the nation's highways. Exceptions to move by commercial mode and extensions to provide additional time for halts or rest enroute may be granted by the installation UMC for deployment moves. STARC DMC or RSC/DRU UMC will grant

exceptions for RC mobilization movement. Criteria to be used for approval will be as follows:

- (1) Impact on equipment readiness.
- (2) Adequacy of enroute support.
- (3) Impact of desired arrival time.
- (4) Availability of commercial assets.
- (5) Movement restrictions for oversized/overweight equipment.

Exceptions will be granted for periods of 2 years and updated with the biennial review of movement plans for RC. Exceptions will be granted for one year periods for AC.

b. MHE, warehouse vehicles and trailers, and other vehicles not designed to be driven over long distances will not be road marched further than is necessary to reach the loading point for commercial movement.

7-6. Convoy Movement Authority

No convoy movement will be made over public highways without approval. The STARC in each state is the approval authority for all convoys and will issue the CCN which authorizes movement. If obtaining a CCN through normal procedures would delay the accomplishment of a required mission, an emergency movement may be approved telephonically by the appropriate SMCC. Requests for AC units must be submitted through the installation UMC. The DMCs will provide active military installations and USAR RSC/DRU headquartered within respective state boundaries a 24-hour contact number for emergencies and names and daytime phone numbers of the other states' DMCs.

7-7. Convoy Identification

Convoys will be identified by appropriate markings IAW FM 55-65, FM 55-30 and DoD Reg 4500.9-R, Part III.

7-8. Convoy Organization

Convoys will be organized IAW FM 55-30, FM 55-65 and DoD Reg 4500.9-R, Part III.

7-9. Accident Reporting

Traffic accidents will be reported immediately to the convoy commander, the appropriate civilian authorities and if traffic flow is impeded, to the appropriate SMCC. Accident reports will be submitted IAW AR 385-40, Accident Reporting and Records.

7-10. Communications

Effective communications are an absolute necessity to maximize use of the highways in CONUS. Each SMCC is responsible for establishing reporting procedures that will enable it to effectively regulate highway traffic.

a. Communication with enroute convoys.

(1) During peacetime, convoys will normally not be required to report movement progress at origin, enroute, and destination.

(2) During mobilization and selected exercises, special instructions included with the approved convoy clearance will direct the convoy commander to report to the appropriate SMCC upon departure, at selected halt locations enroute, and upon arrival.

b. Enroute reporting procedures.

(1) Primary means of communication with the SMCCs will be commercial telephone. Long distance calls will be toll free or collect.

(2) Each SMCC will establish procedures within the state for commercial phone and alternate communication procedures.

c. Interstate Communications. Each SMCC will establish communications with SMCCs of adjoining states. It is the responsibility of the SMCC of the state in which a convoy originates to notify an adjoining state's SMCC if the convoy is off schedule.

d. Interagency Communication. Each SMCC also must maintain effective communication with the other agencies involved in the convoy movement process (e.g., civilian agencies and logistical support agencies).

7-11. Arrival/Departure Gates and Times

Arrival/departure gates at installations will be established IAW paragraph 3-2 and 3-10.

REQUEST FOR CONVOY CLEARANCE					DATE	
SECTION I—GENERAL						
1. ORGANIZATION Unit Designation and Unit Identification Code			2. STATION Home address of unit (Full mailing address with Zip Code)		3. CONVOY COMMANDER Full name, rank of NCO or Officer	
4. PERSONNEL STRENGTH a. OFFICER Convoy		5. POINT OF ORIGIN Starting Point of Convoy (SP) (Include City and State)		6. DESTINATION Installation Gate Assigned Release Point (RP) (RC only) (Include City and State)		
7. DATE AND TIME		7a. DEPARTURE	7b. ARRIVAL	8. RATE OF MARCH 45 MIH 50 MAX catchup		
SECTION II—CONVOY COMPOSITION						
9. NUMBER OF EACH TYPE OF VEHICLE AND DESCRIPTION (Include towed equipment) List of vehicles by type and model number. Include total number of each type, and match vehicles with respective assigned trailers.						
10. TOTAL NUMBER OF VEHICLES Does not include towed equip.	11. NUMBER OF OVERSIZE/ OVERWEIGHT VEHICLES	12a. NO. OF SERIALS	12b. TIME INTERVAL	13a. NO. OF MARCH UNITS	13b. TIME INTERVAL 5 minutes between march units	
SECTION III—ROUTE DATA						
14. PROPOSED ROUTING (Indicate US Routes, State Routes, etc.) List street/highway/road routing in order of usage from Starting Point (SP) to Release Point (RP). (See Strip Map - Figure 7-3)						
15. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES (Continue on a separate sheet if additional space is required)						
LOCATION		ETA	DATE	ETD	DATE	
List location and duration of each Halt and Critical Points						
SECTION IV—LOGISTICAL DATA						
16. BRIEF GENERAL DESCRIPTION OF CARGO (Brief general description; i.e., organizational impediments, etc.) (Within security limitations) List general description of cargo. Examples: Troops with or without weapons Any sensitive documents Tankers filled or empty Hazardous Cargo						

DD Form 1 JAN 59 1265

Figure 7-1. Sample Request for Convoy Clearance.

17. ARE EXPLOSIVES TO BE TRANSPORTED? <input type="checkbox"/> YES <input type="checkbox"/> NO (If YES, describe below)						
CLASS	AMOUNT	DESCRIPTION	VEHICLES TO BE USED			
			NO.	TYPE		
18. STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALY (Movements involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)						
19. LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES? <input type="checkbox"/> YES <input type="checkbox"/> NO (If YES, complete the following) (Use separate sheet if additional space is required)						
DATE	INSTALLATION	GAS (gals.)	OIL (gals.)	RATIONS	BILLETS	OTHER
20. REMARKS						
<p>This block is to be used to inform the chain of command of any unique requirements of the convoy.</p> <p>Planned location of fuel and meal halts. Types of radios. Specific support requirements. List each oversized/over weight vehicle (truck or truck trailer combinations) with load description.</p> <p>NOTE: Enter name, rank, telephone and FAX number of point of contact (POC) during normal duty hours.</p>						
21. REQUESTING AGENCY			22. APPROVING AGENCY			
Unit Designation			Installation ITO or SMCC State of Origin			
23. REQUESTED BY (Typed name, grade and title)			24. APPROVED BY (Typed name, grade and title)			
UMO or Alternate UMO			Installation UMC or DMC State of Origin			
25. DATE	26. SIGNATURE		27. DATE	28. SIGNATURE		
of request	UMO Primary or Alternate		of Approval	Installation UMC or DMC State of Origin		
INSTRUCTIONS: In cases where bona-fide emergencies exist, the information contained on DD Form 1265 and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated.						

Figure 7-1. Sample Request for Convoy Clearance (Continued).

Request for Convoy Clearance (DD Form 1265) Instructions

Block

- #1: Organization requesting convoy clearance.
- #2: Organization's home station.
- #3: Self-explanatory.
- #4: a, b Personnel to accompany convoy.
- #5: Convoy's point of departure.
- #6: Convoy's destination.
- #7: a, b Estimated TIME-DATE group; departure/arrival.
- #8: Estimated miles (distance) to be covered in the hour.
- #9: Quantity, model numbers, and descriptions of all prime movers and towed equipment within the convoy.
- #10: Total number of prime movers entered in BLOCK 9.
- #11: Total number of vehicles, including towed equipment, which exceed the maximum height, width, length, or weight restrictions as established by laws in states through which the convoy will move.
- #12a/b: Mark blocks "NA". The MOBCON automated system does not recognize serials.
- #13a: March unit is the smallest organized subgroup of convoy. A march unit does not consist of more than 20 vehicles.
- #13b: The time interval between the lead vehicle of each march unit. The time interval should be no less than five minutes.
- #14: All interstates, US highways, state roads, and streets to be traversed during convoy movement, including routes utilized to and from rest areas, fuel stops, and remain overnight (RON) sites. Entries made in chronological order of convoy route.
- #15: Programmed convoy routes through possible congested areas (detailed accuracy required). All estimated times of departure (ETD) are times at which the last vehicle in the convoy will pass the specified location. All estimated times of arrival (ETA) are times at which the first vehicle in the convoy will arrive at the specified location. The first entry is the ETD from the origin; no ETA is required. The last entry is the

Block

- destination with both ETA of the first vehicle and the ETD of the last vehicle. All times are expressed in LOCAL time unless the convoy will cross a time zone, in which case the time zone is also indicated for each time (EST, CST, MST).
- #16: Type of cargo transported.
- #17: CHECK appropriate BLOCK; if "YES" box is checked, complete description section; otherwise, enter N/A.
- #18: If the "NO" box is checked in block 17, enter N/A. If the "YES" box is checked in block 17, enter appropriate explanation.
- #19: Check appropriate block. As directed by local command.
- #20: As directed by local command.
- #21-28: Self-explanatory.

REQUEST FOR SPECIAL HAULING PERMIT							DATE 1 May 199X
SECTION I - GENERAL							
1. ORGANIZATION 508th Trans Co (Mdm Trk)		2. STATION Fort Eustis, Virginia 23604		3. DATE OF MOVEMENT a. STARTING 0700 15 May 199X b. COMPLETION 1830 16 May 199X			
4. POINT OF ORIGIN FORT EUSTIS, VIRGINIA				5. DESTINATION FORT DRUM, NEW YORK			
6. ARRIVAL AT STATE LINES				7. ROUTING (Stipulate US Routes, State Routes, etc.)			
DATE		TIME		STATE LINE			
15 May 9X		1308		VA/MD			
15 May 9X		1440		MD/PA			
16 May 9X		1145		PA/NY			
8. ESCORT REQUIREMENTS None							
SECTION II - VEHICLE AND LOAD DATA							
DESCRIPTION (a)	TYPE (2-ton etc) (b)	NO. OF VEHICLES (c)	REGISTRATION NUMBER (d)	HEIGHT (e)	WIDTH (f)	LENGTH (g)	WEIGHT (h)
9. VEHICLE							
A. TRUCK							(Empty)
B. TRUCK-TRACTOR	10-ton	1	989999	112	122	289	(Empty) 29,658
C. TRAILER							(Empty)
D. SEMI-TRAILER	25-ton	1	8T8888	66.5	115	418.5	(Empty) 16,286
E. OTHER (Specify)							(Empty)
10. LOAD				123	133	225.5	(Empty) 49,250
11. OVERALL (Vehicle and load)				158	133	648	(Empty) 95,194
12. DESCRIPTION OF LOAD (Brief general description: Organisation impediments, etc.) (Within security limitations)							
13. LOAD OVERHANG	a. FRONT None		b. REAR None		c. LEFT SIDE 9 inches		d. RIGHT SIDE 9 inches

DD Form 1266, JAN 59

484/160

Figure 7-2. Sample Request for Special Hauling Permit

14. NUMBER OF AXLES	1	2							
	AXLE 1 a	AXLE 2 b	AXLE 3 c	AXLE 4 d	AXLE 5 e	AXLE 6 f	AXLE 7 g	AXLE 8 h	TOTAL i
15. NUMBER OF TIRES	2	4	4	4	4				18
16. TIRE WIDTH (Inches)	28	56	56	56	56				
17. TIRE SIZES	1400X24	1400X24	1400X24	1100X15	1100X15				
18. AXLE LOAD (Empty)	12,650	10,992	10,992	5,655	5,655				
19. AXLE LOAD (Loaded)	15,230	20,943	20,943	19,039	19,039				95,194
20. AXLE SPACING (See item 14 identification)	A SPACING 151	B SPACING 60	C SPACING 185	D SPACING 42	E SPACING	F SPACING	G SPACING		
21. REMARKS									
22. MOVEMENT BY HIGHWAY IS <input type="checkbox"/> ESSENTIAL TO NATIONAL DEFENSE <input checked="" type="checkbox"/> IN THE INTEREST OF NATIONAL DEFENSE									
23. REQUESTING AGENCY 508th Trans Co (Mdm Trk)					24. APPROVING AGENCY				
25. REQUESTED BY (Typed name, grade and title) Charles C. Chestnum, CPT, TC, Commanding					26. APPROVED BY (Typed name, grade and title)				
27. DATE 1 May 9X		28. SIGNATURE			29. DATE		30. SIGNATURE		
<p align="center">INSTRUCTIONS</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>GENERAL:</p> <p>DD Form 1266 "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of oversize/overweight vehicles over public highways when accompanying a convoy or when traveling separately.</p> <p>This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1266 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.</p> <p>In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electric transmission. In this event, reference will be made</p> </div> <div style="width: 48%;"> <p>to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated SPACIFIC:</p> <p>Item 9A, B, C, and D - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.</p> <p>Item 9E - Note all units other than standard highway vehicles; road equipment, guns, etc.</p> <p>Item 9 (d) - Indicate the registration number for each unit or combination of units. Use additional page if required.</p> <p>Item 14 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.</p> <p>Item 21 - For movement through the District of Columbia, include name of manufacturer of equipment.</p> </div> </div>									

DD Form 1266 Reverse, JAN 59

U.S. Government Printing Office: 1969-242-456/92441

Figure 7-2. Sample Request For Special Hauling Permit (Continued)

Request for Special Hauling Permit (DD Form 1266) Instructions

Block

- #1: Organization requesting special hauling permit.
- #2: Organization's home station.
- #3: Estimated TIME-DATE group; starting/completion.
- #4: Vehicles' point of movement origin.
- #5: Vehicles' designation.
- #6: Estimated time of arrival at state lines.
- #7: Enter all interstates, US highways, state roads, and streets to be traversed during vehicles' movement, including routes utilized to and from rest areas, fuel stops, and RON sites. Entries made in chronological order of vehicles' routes.
- #8: As required.
- #9: (a) Model number of equipment in the appropriate category.
(b) TONNAGE classification as per TB 55-46-1.
(c) A separate DD Form 1266 must be prepared for each type of equipment and/or load; two identical pieces of equipment with different loads must have different DD Form 1266's.
(d) Equipment USA number. If form is being utilized for more than one piece of identical equipment and identical load, enter "SEE BLOCK 12" in block 9d and enter the appropriate USA numbers for the equipment in block 12.
- #10: (a) If no load, enter NONE; if a load, describe in Block 12.
(e-h) Enter physical dimensions of load using units of inches and pounds.
- #11: (e) To compute overall height, select the appropriate method below. All entries are in units of inches.
(1) Only prime movers without towed equipment or load enter the results of blocks 9A (e)-(h), 9B (e)-(h) in blocks 11 (e)-(h).
(2) If entries were made in blocks 9 C, D, and/or 10, the overall height must be computed as follows:
"Block 11 (e) should reflect the overall height of the load plus the height of the truck or trailer it is on. This total can be obtained by either measuring the load height and adding it to the bed height of the truck or trailer, or by

measuring to the highest point of the loaded truck/trailer.

(f) The overall width will be the greater of the prime mover or trailer width unless the load width in block 10(f) is greater. If 10(f) is greater, enter in block 11(f) and enter the amount of overhang in blocks 13c and d. All entries are in inches.

(g) Overall length is the combined length of the prime mover and trailer, if appropriate, plus any cargo overhang. The overall length is not the total of blocks 9B and 9D, because the coupling overhang must be subtracted. The amount of coupling overhang may be determined by reference to the appropriate TM or by subtracting the distance from the center of the fifth wheel to the rear extremity of the tractor, plus the distance from the center of the kingpin to the forward extremity of the semitrailer from the combined overall length of the tractor plus the semitrailer. All entries are in inches.

(h) Summation of the prime mover plus trailer, plus cargo, as appropriate. All entries are in inches.

- #12: Appropriate remarks.
- #13: a-d "N/A" or amount of load overhang in inches.
- #14: Number of appropriate axles.
- #15: Total number of tires per axle.
- #16: Width of tire.
- #17: Tire size.
- #18: Determined by obtaining actual weight of each individual axle. If scales are not available, see FM 55-30 for method of estimating weights. The sum of blocks 18a-h must equal block 18i.
- #19: If no load, enter N/A blocks 19a-i. If loaded, utilize procedure in step 18, above, substituting the weight in block 19i which is obtained by adding the load weight to the weight in block 18i.
- #20: Spacing is determined by measuring the distance from the first axle to the center of the second axle for block 20A, from the center of the second axle to the center of the third axle for block 20B, etc.

Block

- #21-28: Self-explanatory

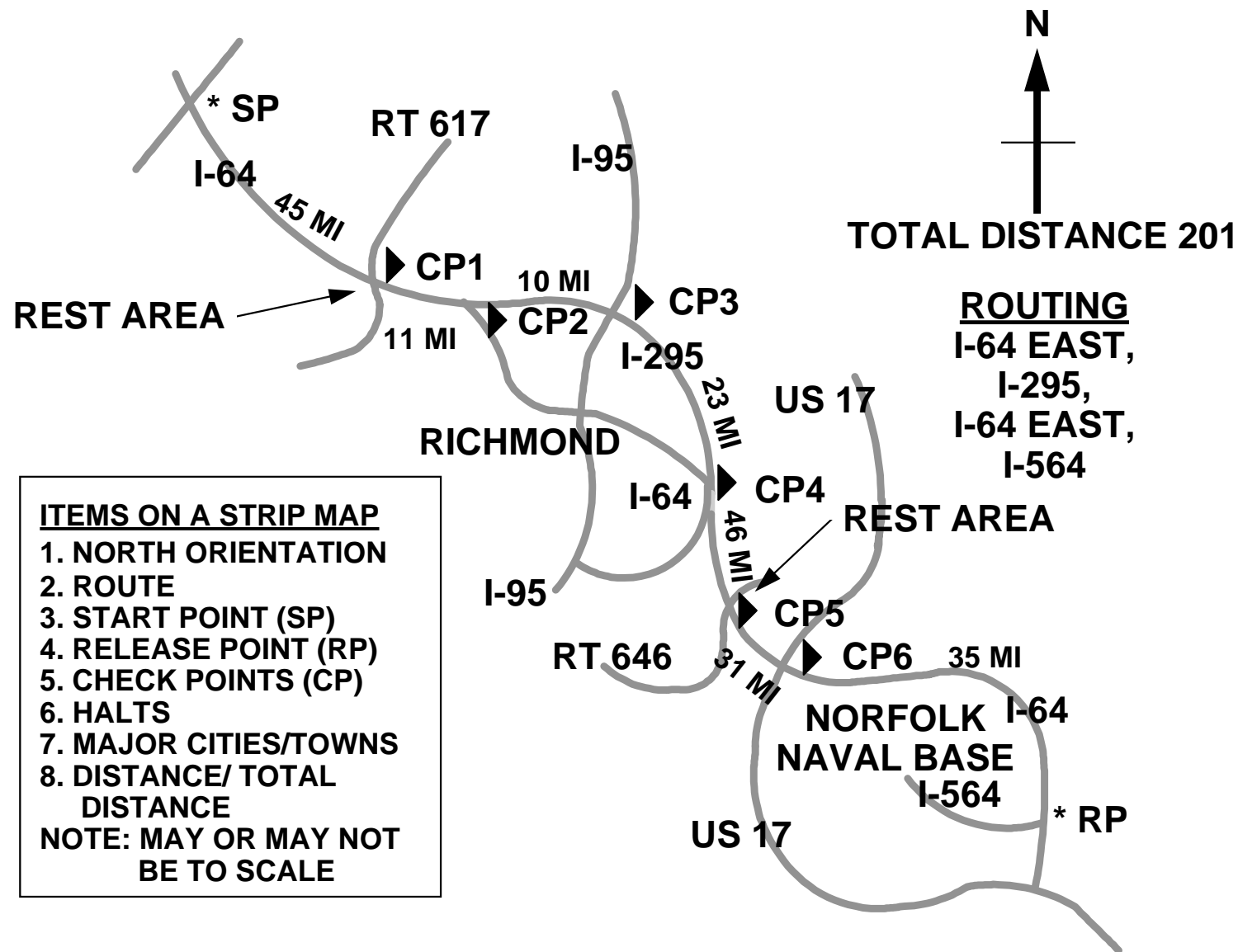


Figure 7-3. Sample Convoy Strip Map

Appendix A

References

NOTE: Website locations for electronic versions are listed at the bottom of Section II.

Military Traffic Management Command Transportation Engineering Agency (MTMCTEA) references can be obtained by website, email (address: DPEmail@tea-emh1.army.mil), fax (DSN 927-4320/Cml 757-599-1561) or by writing MTMCTEA, 720 Thimble Shoals Blvd, Suite 130, Newport News, VA 23606-4537.

Section I

Required Publications

Units are required to maintain current copies of the following which apply to the movement of their units.

AR 190-11	Physical Security of Arms, Ammunition, and Explosives
DoD Reg 4500.9-R	Mobility Part III
FORSCOM/ARNG Reg 55-1	Unit Movement Planning
FORSCOM Reg 55-2	Unit Movement Data Reporting and System Administration
FM 55-9	Unit Air Movement Planning
FM 55-15	Transportation Reference Data
FM 55-65	Strategic Deployment
FM 55-30	Army Motor Transport Operations and Units
MTMCTEA Pam 55-19	Tiedown Handbook for Rail Movements
MTMCTEA Ref 96-55-20	Tiedown Handbook for Truck Movements
TM 38-250	Packaging and Materials Handling: Preparing Hazardous Materials for Military Air Shipment
TB 55-46-1	Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and other Outsize/Overweight Equipment (In TOE Line Item Number Sequence) (Jan 99; published yearly)

Section II

Related Publications

Units are not required to maintain current copies of the following. This list is provided for information and will assist with mobilization/deployment planning.

AirForce Pam 10-1403	Air Mobility Planning Factors
Air Force Technical Manual T.O. 35D33-2-2-2	463L Air Cargo Pallets
AMC Pam 36-1	AMC Affiliation Program
AMC Pam 55-41	Airlift Planner Course
AR 5-9	Civil Reserve Air Fleet (CRAF) Load Planning Guide
AR 55-36	Area Support Responsibilities
	DoD Use of Domestic Civil Transportation Under Emergency Conditions
AR 55-60	Official Table of Distances (Continental United States, Alaska, Hawaii, Canada, Canal Zone, Central America, Mexico, and Puerto Rico)
AR 55-71	Transportation of Personal Property and Related Services
AR 55-113	Movement of Units Within Continental United States
AR 56-4	Management of Army Intermodal Container Systems
AR 59-2	Special Air Mission Procedures
AR 59-9	Special Assignment Airlift Mission Requirements
AR 310-25	Dictionary of United States Army Terms
AR 310-49	The Army Authorization Documents System (TAADS)
AR 380-5	Department of the Army Information Security Program
AR 385-14	Transportation Accident Prevention and Emergency Response involving Conventional Munitions and Explosives
AR 385-40	Accident Reporting and Records
AR 385-55	Prevention of Motor Vehicle Accidents
AR 385-64	Ammunition and Explosives Safety

FORSCOM/ARNG Regulation 55-1

AR 600-55	The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing)	Reportable Items of Equipment
AR 700-15	Packaging of Materiel	Logistics Handbook for Strategic Mobility Planning
AR 740-32	Responsibilities for Technical Escort of Dangerous Material	Lifting and Tiedown of U. S. Military Helicopters
AR 746-1	Packaging of Army Materiel for Shipment and Storage	Marine Lifting and Lashing Handbook
CTA 50-900	Clothing and Individual Equipment	Containerization of Military Vehicles
DAP 385-64	Ammunition and Explosives Safety Standards	Packaging of Materiel: Preservation, Volume I
DAP 740-1	Instructional Guide for Basic Military Preservation and Packing	Packaging of Materiel: Preservation, Volume II
DoD Reg 4500.9-R Part I	Passenger Movement	Railway Equipment: Characteristics and Data
DoD Reg 4500.9-R Part II	Cargo Movement	Transportability Guidance for Safe Transport of Radioactive Materials
DoD Reg 4500.9-R-1 Volume I	Management and Control of Intermodal Containers	Transportability Criteria and Guidance for Loading Multilevel Railcars at Military Installations in the United States
DoD Reg 4500.9-R-1 Volume II	Management of System 463L Pallets, Nets and Tie-Down Equipment	Air Transportability
FM 5-36	Route Reconnaissance and Classification	Nuclear Cargo Loading Manual: Army Model CH-47 Helicopters
FM 10-13	Supply and Service Reference Data	Air Transportability
FM 55-10	Army Movement Control in a Theater of Operations	
FM 101-5	Staff Organization and Operations	
FM 101-10-1	Staff Officers' Field Manual: Organizational, Technical, and Logistical Data	
FORMDEPS	FORSCOM Mobilization, Deployment, Employment System, FORSCOM Regs 500-3-1 through 500-3-5	
FORSCOM Dir 525-5	Alert Force Requirements and Response Standards (U)	
FORSCOM Reg 385-1	FORSCOM Safety Program	
FORSCOM Reg 700-2	FORSCOM Standing Logistics Instructions	
FORSCOM Reg 700-3	Ammunition Basic Loads	
FORSCOM Reg 700-4	Ammunition	
MIL-HDBK-138	Container Inspection Handbook for Commercial and Military Intermodal Containers	
MTMC Pam 700-1	Validation of Dimensions and Weights and Airlift Certification Procedures for	
MTMCCTEA Ref 96-700-2		
MTMCCTEA Ref 98-55-21		
MTMCCTEA Ref 97-55-22		
MTMCCTEA Ref 96-55-23		
TM 38-230-1		
TM 38-230-2		
TM 55-208		
TM 55-315		
TM 55-625		
TM 55-1000-series		
TM 55-1100-800-12		
TM 55-1400-series		
Title 49 Code of Federal Regulations		
Bureau of Explosives Pam 6, Approved Method for Loading and Bracing Carload and Less than Carload Shipments of Explosives and Other Hazardous Materials		
IATA Dangerous Goods Regulation		
U.S. Army Materiel Command Drawing 19-48-75-5, Index of U.S. Army Utilization, Storage and Outloading Drawings. (Includes Tactical Vehicle Unloading Procedures)		
International Maritime Dangerous Goods Code (IMDGC)		
International Civil Aviation Organization (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air		
Sections 1-7. Rules Governing the Loading of Commodities on Open Top Cars. (Association of American Railroads, Washington, DC)		
Emergency Response Guidebook published by the Department of Transportation		

Publication Websites:

Emergency Response Guidebook:
<http://hazmat.dot.gov/gydebook.htm>

AMC Regulations:
<http://public.scott.af.mil/hqamc/pubs/hqamc.htm>

AR 5-9:
http://books.army.mil/cgi-bin/bookmgr/BOOKS/R5_9/CCONTENTS

FORSCOM Regulations (except FORMDEPS):
<http://www.forscom.army.mil/pubs/>

FORMDEPS:
<http://freddie.forscom.army.mil/mob/FORMDEPS.htm>

Field Manuals:
<http://www.adtdl.army.mil/atdls.htm>

TM 38-250:
<http://www.afmc-mil.wpafb.af.mil/Hazmat/AFJMAN.htm>

Joint Regulations:
<http://www.dtic.mil/doctrine/>

AR 190-11:
http://books.usapa.belvoir.army.mil/cgi-bin/bookmgr/BOOKS/R190_11/7.9

Army Regulations:
<http://www.usapa.army.mil/gils/>

DoD Regulations:
http://ustcweb.safb.af.mil/dod_pubs.html

MTMCTEA Regulations (including TB 55-46-1):
<http://www.tea.army.mil/>

Air Force Regulations:
<http://afpubs.hq.af.mil/>

Section III

Forms

This is a consolidated list of the forms discussed in this regulation. See Appendix D for airlift forms. See Table 5-1 for additional forms which were referenced.

NOTE: *FORSCOM website <http://www.forscom.army.mil/pubs/> provides electronic versions of FORSCOM forms and links to websites for DoD (DD) and Army (DA) forms.*

DD Form 1265	Request for Convoy Clearance
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DD Form 1266	Request for Special Hauling Permit
DA Form 4283	Facilities Engineering Work Request
DA Form 5748-R	Shipment Unit Packing List and Load Diagram
DD Form 626	Motor Vehicle Inspection (Transporting Hazardous Materials)
DD Form 836	Shipping Paper and Emergency Response Information for Hazardous Materials Transported by Government Vehicles
DD Form 1387	Military Shipment Label
DD Form 1750	Packing List
DD Form 2775	Pallet Identifier
DD Form 2777	MOBCON Request for Convoy Clearance or Special Hauling Permit
FORSCOM Form 285-R	Vehicle Load Card
FORSCOM Form 285-1-R	Request for Commercial Transportation
FORSCOM Form 285-2-R	Convoy Commanders Checklist
FORSCOM Form 285-5-R	Rail Load Plan
MISC PUB 55-3	Shippers Declaration for Hazardous Goods

NOTE: *Forms identified with an "R" after the number are authorized for local reproduction. When a FORSCOM form is designated for local reproduction ("R" Form), camera ready copies will be provided to Forms Management Officers at each activity. FORSCOM policy precludes blank forms from being included in this regulation.*

Appendix B

Seaport of Embarkation Support

B-1. Port Support Activity (PSA)

The mission of the PSA is to ensure that the equipment of deploying units is ready to be loaded onto vessels and to operate unique equipment in conjunction with ship-loading operations at the SPOE. The PSA is in direct support of the port manager and operates almost exclusively in the SPOE

staging area. PSA support requirements will be identified and formalized in an ISA between the installation and the terminal commander. The PSA chief will be provided by the installation. The installation will coordinate with the port for PSA logistical support, such as billeting, meals, and laundry. The port commander will provide a liaison officer to work with the PSA chief. The makeup and operation of the PSA are tailored to the type, size, and mode of transportation of units passing through the port. Consequently, a PSA's organization is unique to each port. PSA functions may include, but are not limited to, the following:

- a. Performing maintenance and providing repair parts as required.
- b. Correcting improperly secured loads and configured equipment deficiencies.
- c. Providing for security of sensitive (protected) and classified cargo as required.
- d. Conducting aircraft fly-in operations:
 - (1) Air traffic control.
 - (2) Fire protection.
 - (3) Defueling.
 - (4) Disassembling.
 - (5) Shrink-wrapping
- e. Providing drivers for all types of equipment.
- f. Providing personnel who may be required to assist in loading/off-loading trucks, rail cars, or the vessel.

B-2. Transportation Pipeline to the SPOE

a. General. While moving from the installation to the SPOE, equipment may pass through an installation marshaling area near the port and assembled in a port staging area before actually being loaded onto the vessel. See Figure B-1 for areas of responsibilities at the SPOE. Control for movement of equipment on the installation is the responsibility of the ITO in coordination with the installation mobilization and deployment control center. Ports are controlled by MTMC, whose terminals and outports are fully staffed for ongoing operations. Control for commercial and organic movement of equipment from the installation to the SPOE area is the responsibility of the ITO and MTMC. Ship scheduling is coordinated between MTMC and MSC. Control for movement of equipment within the port area rests with the port commander. MTMC and FORSCOM ensure that communications and liaisons are established among the SPOE, the marshaling area at or near the SPOE, and the supporting installation to facilitate the smooth arrival of units to the port. Sealift movement requirements will be based upon UMD provided to FORSCOM IAW this regulation

and FORSCOM Reg 55-2 (via TC ACCIS) or as otherwise specified by the movement order or tasking directive.

b. Installation Staging Area. This area, which is located within the installation, is where the deploying units assemble their equipment after it has been prepared for shipment and has departed the unit marshaling area. Equipment is inspected by the ITO and possibly members of a DSB. Equipment is inspected for --

- (1) Blocking and bracing of secondary loads.
- (2) Accurate weights.
- (3) Fuel levels.
- (4) Maintenance.
- (5) Shipment documentation and vehicle/container markings.
- (6) Hazardous material documentation.

Departures from the staging area are reported to the port commander operating the SPOE. To avoid backlogs at the SPOE, the equipment may remain in this area until the port commander is prepared to receive the equipment in the port's marshaling area.

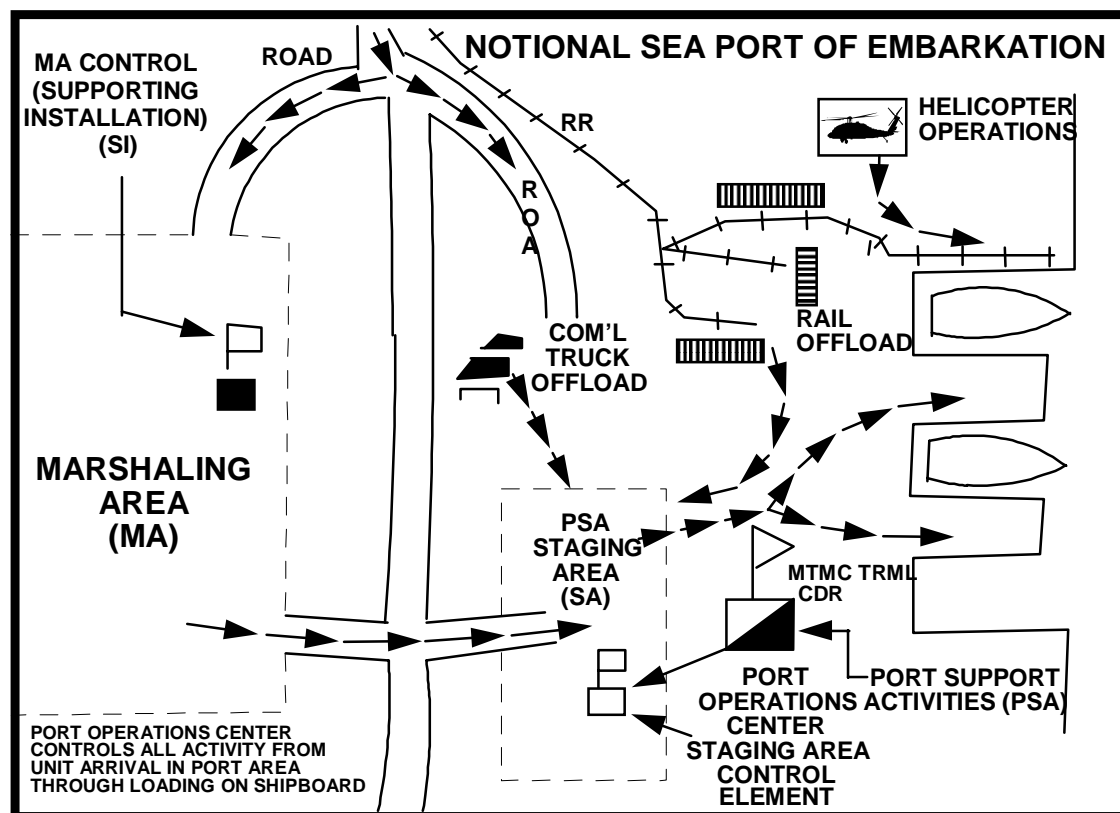
c. Port Marshaling Area. This area is normally located in close proximity to the SPOE, serves to control congestion within the terminal area and provides space for sorting of vehicles for vessel loading. This area is the final enroute location for preparation of unit equipment for overseas movement prior to the equipment entering the staging area. Equipment will arrive within 48 hours of the ship-loading time. Equipment can arrive by rail, commercial truck or convoy. FORSCOM, in coordination with other Major Army Commands (MACOMs), designates a supporting installation which is responsible for the logistical support of deploying units that transit the marshaling area. The installation element providing this support is not part of the PSA. The PSA only operates in the SPOE staging area. Upon its arrival at the marshaling area, the equipment will be segregated in accordance with the cargo stowage plan. Sometimes a marshaling area is not always available. Units should be prepared for direct entry into the staging area, when necessary.

d. Port Staging Area. As the vessel readies for loading, equipment is called from the marshaling area or installation to the staging area by the port commander based on a call forward plan. Here the port commander assumes custody of the cargo. The PSA performs its functions such as driving and correcting deficiencies not identified in the marshaling area. Equipment is then loaded onto the vessel. PSA personnel may be required to assist in loading/off-loading the vessel.

B-3. PSA Assignments

Due to port congestion and the need for rapid movement, SPOEs other than those listed may be designated. In this event, marshaling area and PSA responsibilities will be tasked under AR 5-9 and commensurate with the work load already placed on the AR 5-9 installation.

Installation	SPOE	SPOE
	Peacetime	Mobilization
Fort Benning	Jacksonville, FL	Jacksonville, FL
Fort Bragg	Wilmington, NC	Wilmington, NC
	Charleston, SC	Charleston, SC
Fort Buchanan	San Juan, PR	San Juan, PR
Ft Carson	Oakland, CA	Oakland, CA
Fort Dix	Port of NY/NJ	Port of NY/NJ
Fort Eustis	Norfolk, VA	Newport News, VA
	Newport News, VA	
Fort Hood	Beaumont, TX	Beaumont, TX
	Corpus Christi, TX	Corpus Christi, TX
Fort Lewis	Tacoma, WA	Tacoma, WA
	Portland, OR	
Fort Polk	*Beaumont, TX	*Beaumont, TX
Fort Stewart	Savannah, GA	Savannah, GA
* On Call		



RESPONSIBILITIES

MILITARY OCEAN TERMINAL (MOT):

COMMAND AND OPERATE SPOE
 PROVIDE TRAFFIC MANAGEMENT AND TERMINAL SUPPORT
 COORDINATE SECURITY
 PSA IN DIRECT SUPPORT

DESIGNATED SI:

ESTABLISH AND OPERATE MA
 PROVIDE PSA
 PROVIDE THE FOLLOWING SUPPORT TO DEPLOYING UNITS:
 COORDINATION AND CONTROL
 BILLETING
 MESSING
 TRANSPORTATION BACK TO MS (BY EXCEPTION)
 SECURITY OF UNIT CLASSIFIED CARGO
 VEHICLE WASH FACILITIES
 PARKING
 FUELING
 EMERGENCY MAINTENANCE
 LOCAL TRANSPORTATION

DEPLOYING UNIT:

ESTABLISH LIAISON WITH MA CONTROL GROUP
 IDENTIFY PERSONNEL AND EQUIPMENT TO BE MOVED
 IDENTIFY CARGO REQUIRING SPECIAL HANDLING
 SECURE UNIT EQUIPMENT WITHIN MA
 PROVIDE TRAINED LOAD TEAMS

Figure B-1. Areas of Responsibility at the SPOE

Appendix C

Arrival/Departure Airfield Control Group Operations (A/DACG)

C-1. Concept of Operations

a. Air transportation of units and equipment, includes airland operations, airborne operations, air assault, low altitude parachute extraction system (LAPES) operations, container delivery system, and heavy equipment drop operations. Air movements also include related tactical and administrative movements. Movement by other modes of transportation may precede or follow air movement.

b. Air movements may be conducted by any combination of task organizations. Planning must include provision of forces to support staging and outloading. Continuous coordination between the A/DACG, the deploying units, the transporting units, and other supporting activities is necessary.

C-2. Control and Coordination

Air movements require close control by all participating units and close coordination of the many interservice activities. The Air Force will exercise overall control of airlift at the departure and arrival airfields. Airlift resources will, at all times, remain under the operational control of the Air Force. Resources of the deploying unit are initially under the control of the unit commander. Control of resources is passed to the departure airfield control group (DACG) at the Army alert holding area. Final control of resources is passed to the Air Force at the loading ramp area/ready line. See Figure C-1 for the areas of responsibility at the APOE. Control of the resources goes back to the unit commander upon release by the arrival airfield control group (AACG) at the arrival airfield. The Air Force will establish an Air Operations Center (AOC) at both departure and arrival airfields. The AOC provides a means for aircraft and airfield control and operation. It provides a jointly manned facility for exchanging information about the movement. The A/DACG will provide a liaison to the AOC. Information affecting loading and offloading operations will be funneled through the AOC. Each of the principal representatives in the AOC to include the A/DACG will have continuous communications with the activities of their respective organizations.

C-3. Missions and Functions

a. A/DACG.

(1) The A/DACG will coordinate and control onloading and offloading of units for deployment or redeployment. The A/DACG should be organized as an element within the installation table of distribution and allowances. Paragraph C-6 shows A/DACG assignments that installations must plan to support during peacetime and mobilization. Personnel and equipment resources come from units or activities which are not required to move with the transported force. The installation must plan manning for continuous operations. The A/DACG will be in place before the first deploying unit arrives.

(2) The A/DACG must be structured to provide essential support for the transported force. Each group will be made up of at least a command and control element, and other administrative and support personnel as determined by the size and scope of the operation (see DoD Reg 4500.9-R, Part III for the recommended organization). The A/DACG is the liaison with the Air Force at the airfield. Commanders of units and installations that have a directed or implied contingency mission involving an air movement operation should continuously identify, maintain, and train the personnel who will staff the A/DACG to ensure that responsibilities can be fully carried out on short notice. When possible, marshaling/outload areas should be surveyed to provide current and accurate information on facilities available and support considerations.

(3) Designated A/DACG personnel must undergo appropriate training for carrying out functional responsibilities to support an air movement. Personnel responsible for outloading must know loading procedures that apply to the types of aircraft to be loaded and be trained to inspect and certify hazardous material. Appendix D lists the AMC templates that the A/DACG will maintain.

b. Tanker airlift control element (TALCE).

(1) The TALCE provides the commander, command and control staff, and communications required to support AMC's worldwide refueling and airlift operations. The TALCE may also include additional mission support elements (MSE) such as aircraft maintenance, aerial port, weather, intelligence, flight surgeon, etc. These MSEs are under the direct command of the TALCE commander and are organizationally subordinate to the TALCE AOC.

(2) The TALCEs conduct worldwide operations from airfields ranging from austere locations to established facilities at civilian airports or military airfields. They provide minimum essential onload, offload, and enroute AMC mission support during deployment, employment, and redeployment

operations. It provides continuous liaison with all interested agencies to ensure the operation proceeds according to plan.

c. Unit Liaison Team.

(1) The commander of the deploying unit should be kept informed of the current situation and activities at the airfield. To best accomplish this, a unit liaison team will be established. Size, composition and positioning of the liaison team will be determined by coordination between the A/DACG and the UMO.

(2) The unit liaison team represents the unit commander at the airfield and assists the commander of the A/DACG in outloading/off-loading.

C-4. Planning and Preparation

Preparation for air movement begins with receipt of the mission directive or order and continues through the planning phase until execution.

a. A series of local joint conferences are required during the planning phase for close coordination and to ensure a clear understanding of responsibilities. As a minimum, a joint planning conference will be held as soon as possible after receipt of the air movement order or directive. A final coordination conference will be held immediately before the move. Participating elements should be represented at these conferences by key personnel. Conference personnel must be able to resolve problems and make decisions for their organization to include interface requirements. These conferences do not rule out the need for continuous coordination throughout the planning cycle. Security and counterintelligence planning must be integrated in all aspects and phases of the deployment plan.

b. The task force commander or representative will conduct a final joint coordination meeting with the representative of the deploying unit, the A/DACG, and the TALCE. At this meeting, the deploying unit, A/DACG, and TALCE will present planning status and identify any problems.

c. Air movement requirements will be based upon UMD and provided to FORSCOM IAW this regulation and FORSCOM Reg 55-2 (via TC ACCIS) or as otherwise specified by the movement order or tasking directive. HQ FORSCOM consolidates and provides these refined lift requirements to JFCOM,

the supported CINC, and TRANSCOM. TRANSCOM provides these unit movement requirements to AMC. AMC uses these requirements to generate Strategic Lift Schedules which are published in GCCS. Once in GCCS, these schedules are available to the Joint Deployment Community. Installation GCCS operators should coordinate the dissemination of these lift schedules to ITOs/DTOs, A/DACGs, and respective unit UMOs.

C-5. Deployment

a. Marshalling area activities. The marshaling area is provided by the installation or base commander of the geographic area of responsibility from which the deploying unit departs. Marshalling area activities are the responsibility of the deploying unit commander. The marshaling activities may take place within the deploying unit permanent area or in another area to ease movement and control. In either case, the marshaling area activities should take place as close as possible to the departure airfield. Location should not cause unnecessary congestion to airfield operations or undue hardship to the deploying unit.

b. Alert holding area activities. The alert holding area is the equipment/vehicle and passenger control area. It is located in the vicinity of the departure airfield. It is used to assemble, inspect, hold, pallet build up, certify hazardous materials and service aircraft loads. Control of the load is transferred from the individual unit to the DACG at this point.

c. Call forward area activities. The call forward area is the portion of the departure airfield where the joint inspection is conducted. A DD Form 2133 (Joint Airlift Inspection Record) will be completed to indicate to the aircrew loadmaster that the required inspection has been accomplished. The joint inspection will be performed by a unit representative, a member of the DACG, and the TALCE. Discrepancies will be corrected by the deploying unit and checked again by the inspection team. A final briefing is provided to the deploying troops and manifests are reviewed for accuracy.

d. Loading ramp area activities. The loading ramp area, including the ready line area, is controlled by the TALCE. It is at this point that control of units passes to the Air Force.

Fort Bragg	Pope AFB	Pope AFB
Fort Buchanan	Roosevelt	Roosevelt
	Rds NAS	Rds NAS
Fort Campbell	Campbell AAF	Campbell AAF
Fort Carson	Peterson AFB	Peterson AFB
Fort Dix	McGuire AFB	McGuire AFB
Fort Drum	Wheeler-Sack AAF	Wheeler-Sack AAF
Fort Eustis	Langley AFB	Langley AFB

C-6. A/DACG Assignments

Installation	APOE Peacetime	APOE Mobilization
Fort Benning	Lawson AAF	Lawson AAF
Fort Bliss	Biggs AAF	Biggs AAF
Fort Belvoir	Andrews AFB	Andrews AFB

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Fort Hood	Robert Gray AAF	Robert Gray AAF
Fort Huachuca	Davis-Montham AFB	Davis-Montham AFB
Fort Irwin	Southern California International Airport	Southern California International Airport
Fort Jackson	Charleston AFB	Charleston AFB
Fort Knox	Standiford Field Wright-Patterson AFB	Standiford Field Wright-Patterson AFB
Fort Leonard Wood	Scott AFB Lambert Field	Scott AFB Lambert Field
Fort Lewis	McChord AFB Travis AFB	McChord AFB

Installation	APOE Peacetime	APOE Mobilization
Fort McCoy	Volk Field	Volk Field
	Mitchell Field	Mitchell Field
Fort McPherson	Dobbins AFB	Dobbins AFB
Fort Meade	Dover AFB	Dover AFB
Fort Polk	Alexandria Intl Airport	Alexandria Intl Airport
Fort Riley	Forbes Field	Forbes Field
Fort Rucker	Eglin AFB/ Hurlburt Field	Eglin AFB/ Hurlburt Field
Fort Sam Houston	Kelly AFB	Kelly AFB
(Effective 1 Apr 2001, Lackland AFB replaces Kelly AFB.)		
Fort Sill	Altus AFB	Altus AFB
Fort Stewart	Hunter AAF	Hunter AAF
	Robins AFB	Robins AFB
Gowen Field	Gowen Field	Gowen Field
	Mountain	Mountain
	Home AFB	Home AFB
Camp Roberts		Travis AFB

NOTE: It is possible that airfields other than those listed could be designated as onload points for Army units. In this event, A/DACG responsibilities will be tasked according to AR 5-9 and commensurate with the work load already placed on the AR 5-9 installation. Installations requesting changes to APOE assignments should submit requests to FORSCOM/AFLG-P2L-T. FORSCOM will review and forward the requests to USTRANSCOM/TCJ5-D who will coordinate with AMC for approval. Once approved, TRANSCOM will notify FORSCOM and FORSCOM, in turn, will notify the installation

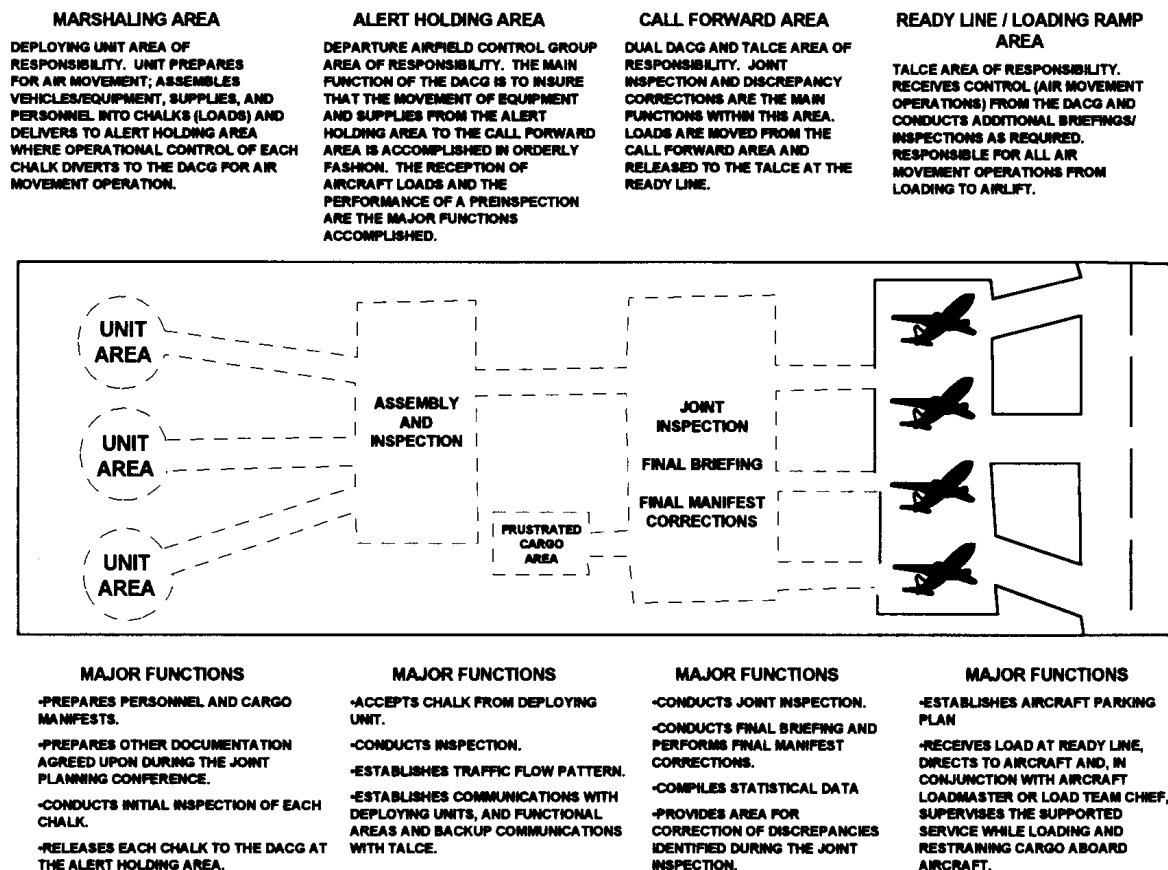


Figure C-1. Areas of Responsibility at the APOE.

Appendix D

Planning Unit Air Movement

D-1. Introduction

a. This Appendix is not designed to teach aircraft load planning, but to provide the UMO with some basic planning procedures for preparing and planning aircraft loads.

b. Air movement plans are only required for those units with equipment listed on an OPLAN TPFDD, units whose equipment is projected for movement in a CONPLAN, or for units participating in an exercise where air is the mode directed.

c. A general knowledge of air load planning is essential for UMOs. DoD Reg 4500.9-R, Part III, Mobility, AMC Pamphlet 55-41, Civil Reserve Air Fleet (CRAF) Load Planning Guide, and FM 55-9, Unit Air Deployment Planning, will provide basic guidance for developing airload plans.

D-2. Contingency Air Movement Planning

a. Once the mission is known, the unit must begin planning for a movement. Units will --

(1) Reduce vehicles/equipment to a maximum height of 103" to make C-141 transportable.

(2) Plan for C-5 or C-17 movement for outsized equipment that is not reducible.

(3) Measure and weigh vehicle after loading secondary cargo to ensure accurate figures.

(4) Prioritize the movement of all equipment planned for deployment.

(5) Contact installation UMC for actual mission ACLs. See Air Force Pam 10-1403, Air Mobility Planning Factors, Table 3 for planning ACLs.

b. Units will prepare the passenger and cargo manifests using the appropriate DD form for the type of aircraft that will be used. Using templates and the form for the appropriate aircraft, units will lay out each type load. Templates may be ordered through normal AG channels. Templates should not be reproduced. Reproduction causes size distortions. The load must be within the safe center of gravity limits of the aircraft, and the ACL must not be exceeded. Use of the Computer Aided Loading and Manifesting (CALM) (version 5.0 or later) or the Automated Airload Planning System (AALPS) are acceptable replacements for manual unit aircraft load plans (DD Form 2130 series).

c. When all the forms have been filled out or automated load plans are completed, the unit will contact the affiliated TALCE to review the forms. The Air Force must approve all loads before loading on any aircraft. Only unit personnel who have successfully completed the USAF AMC Affiliation Program or the following schools are authorized to sign the forms:

(1) Joint Strategic Deployment Training Center, Air Deployment Planning Course, Ft Eustis, Virginia.

(2) 82d Airborne Division, Advanced Airborne School, Ft Bragg, North Carolina.

(3) 25th Infantry Division, Strategic Deployment School, Schofield Barracks, Hawaii.

(4) 101st Airborne Division (Air Assault), Strategic Deployability School, Ft Campbell, Kentucky.

d. Special Assignment Airlift Mission (SAAM) Planning.

(1) Once the airlift requirement is known, the unit plans loads based on the personnel and equipment required for the mission.

(2) Using the movement or training directive, the UMO prepares a SAAM or JCS Exercise Airlift Request for submission to the installation UMC for further processing.

(3) For instructions on preparation contact HQ FORSCOM/AFOP-OCD.

(4) TRANSCOM policy requires that all unused seats on SAAM airlift be released for space available (Space A) passenger travel unless the troop commander, senior AMC representative, and aircraft commander determine security/safety concerns, training requirements, or legal considerations restrict such use for that mission. AMC is responsible for documenting/coordinating Space A traffic requirements, to include onward movement at destinations, and for insuring this traffic does not impact the user's departure/arrival operations. The D/AACG is not responsible for Space A passengers.

e. Baggage and Personnel Weights:

(1) HQ AMC's policy requires installations/units to use actual weights for strategic movement of troops and baggage on all AMC-owned (organic) and AMC-controlled (commercial chartered) aircraft. Actual personnel weights are obtained either from weighing uniformed individuals with all hand-carried items (preferred method) or from asking the individuals their weights and adding the standard planning figures for the web gear, weapon, helmet, and hand-carried baggage (see below). All items palletized or loaded in the cargo compartment of the aircraft (baggage, tool boxes, etc.) must be weighed.

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(2) The following is a list of standard weights which can be used for preplanning loads prior to actual identification of deploying personnel::

- a Body weight: 175 pounds
- b Hand-carried weapon: 10 pounds
- c Hand-carried bag: 20 pounds
- d Helmet: 5 pounds
- e Web Gear: 12 pounds
- f Tool boxes: 55 pounds
- g Duffle bag: 70 pounds
- h Rucksack: Training 40 pounds
Combat 80 pounds

(3) For contingencies, use of standard planning weights is authorized on AMC-owned aircraft if time and/or situation preclude the use of actual scaled or interrogated weights. Use of standard planning weights are not authorized on AMC-controlled (commercial chartered) aircraft.

D-3. Test Loading

AC units must test their air movement plans. RC units are encouraged to test load when mock-ups are available. The unit should request aircraft through higher headquarters, but may use an aircraft mock-up when aircraft is unavailable. Upon request to Commander, FORSCOM, ATTN: AFLG-P2L-T, 1777 Hardee Ave., Ft McPherson, GA 30330-1062, construction plans for a mobile C-130/C-141 mock-up, that the unit can build, will be provided. The use of a mock-up will provide unit drivers with valuable training in maneuvering in tight places. A test load will give the commander an idea of time frames required for loading unit equipment and prepare personnel for the movement. The more the unit rehearses, the better prepared the unit will be when the actual alert is given.

D-4. Airlift Forms

This paragraph outlines the various airlift forms the unit will use, when applicable, in preparing to move the unit by air.

- a. AF Form 96, Passenger Manifest
- b. DD Form 2130-1, C-5A/B Cargo Manifest
- c. DD Form 2130-2, C-130 A/B/E/H Cargo Manifest
- d. DD Form 2130-3, C-141 B Passenger/Cargo Manifest

e. DD Form 2130-4, C-160 Transall Cargo Manifest

f. DD Form 2130-5, DC 10-10/30 F/CF Cargo Manifest

g. DD Form 2130-6, KC-10A Cargo (17 Pallets Configuration) Manifest

h. DD Form 2130-7, KC-10A Cargo (23 Pallets Configuration) Manifest

i. DD Form 2130-8, DC 8-50 Serugs F/CF Cargo Manifest

j. DD Form 2130-9, DC 8-61/71-63/73F/CF Cargo Manifest

k. DD Form 2130-10, DC 8-62 CF Cargo Manifest

l. DD Form 2130-11, B 707-300C Cargo Manifest

m. DD Form 2130-12, B747-100F/200C/ 200F Cargo Manifest

n. DD Form 2130C, Aircraft Cargo Manifest Continuation, Local Reproduction Authorized (LRA)

o. DD Form 2131, Passenger Manifest (LRA)

p. DD Form 2133, Joint Airlift Inspection Record

q. Cargo Templates.

(1) AMC Form 570, Army/Marine General Purpose Vehicles.

6 - M274	5 - M151 TOW
6 - M151	5 - M416
2 - M718	1 - M762
4 - M151 w/M416	5 - M880
4 - M151 side-by-side M416	2 - M880 w/M103 w/PU
1 - M151 side-by-side M762	3 - M880 w/M101
1 - M151 w/M762	2 - M880 w/M101 w/PU
5 - M890	1 - M890 w/M116
1 - M890 w/M103 w/PU	2 - M890 w/M101
2 - M890 w/M101 w/PU	2 - M886/M893
4 - M561 w/wn	2 - M561 w/wn w/M167
2 - M561 w/wn w/M101	2 - M561 w/wn w/M101 w/PU
1 - M561 w/M101 w/PU	1 - M561 w/wn w/M116 w/PU
1 - M561 w/wn w/M103 w/PU	1 - M561 w/M103 w/PU

(2) AMC Form 571, Army/Marine General Purpose Vehicles.

5 - M561	2 - M561 w/M167
1 - M561 w/M116	1 - M561 w/M103 w/PU
3 - M561 w/M101 w/PU	1 - M792
2 - M167	4 - M103 w/PU
6 - M101	4 - M101 w/PU
2 - M116	6 - M105A2
2 - M332	2 - M149
2 - M353 w/PU	2 - M200A1 w/PU
6 - M35	3 - M35 w/M105A2
2 - M35 w/M101A1 How	2 - M35 w/M102 How
2 - M35 w/M102 How Ret	2 - M35 w/M200A1 w/PU

(3) AMC Form 572, Army/Marine General Purpose Vehicles.

3 - M35A2 w/wn	3 - M35A2w/M105A2
2 - M35A2w/M332	2 - M35A2 w/M145
2 - M35A2 w/M353	1 - M35A2 w/wn w/M149
4 - M35A2 w/wn W/M332	2 - M35A2 w/wn w/M105A2
1 - M35A2 w/wn w/M353	1 - M35A2w/wn/M200A1w/PU
4 - M35A2 w/wn w/M102 How	4 - M35A2w/wn w/retracted
4 - M35A2 w/wn w/M101A1	M102102
1 - RTFL10	2 - RTFL6

(4) AMC Form 573, Army/Marine General Purpose Vehicles.

3 - M36A	3 - M36A2 w/wn
1 - M36A2 w/M105	1 - M36A2 w/wn w/M105
1 - M36A2 w/M149	1 - M36A2 w/wn w/M149
1 - M36A2 w/M332	1 - M36A2 w/wn w/M332
1 - M36A2 w/M353	1 - M36A2 w/wn w/M353
1 - M36A2 w/M200A1	1 - M36A2 w/wn w/M200A1
4 - M54A2C w/wn	
1 - M54A2C w/M105A2	1 - M54A2C w/wn w/M105A2
1 - M54A2C w/M149	1 - M54A2C w/wn w/M149
1 - M54A2C w/M200	1 - M54A2C w/wn w/M200
1 - M54A2C w/M353	1 - M54A2C w/wn w/M353

(5) AMC Form 574, Army/Marine General Purpose Vehicles.

1 - M54A2C w/M114	1 - M54A2C w/wn w/M114
1 - M54A2C w/M332	1 - M54A2C w/wn w/M332
1 - M54A2C w/M101A1 How	1 - M54A2C w/wn w/M101A1 How

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1 - M54A2C w/M102 Ret
1 - M54A2C w/M102
1 - M813A1
1 - M813A1 w/M105
1 - M813A1 w/M145
1 - M813A1 w/M353 w/PU
1 - M813A1 w/M114
1 - M813A1 w/M102
1 - M813A1 w/M200A1 w/PU
1 - M813A1 w/M332

1 - M54A2C w/wn w/M102 Ret
1 - M54A2C w/wn w/M102
1 - M813A1 w/wn
1 - M813A1 w/wn w/M105
1 - M813A1 w/wn w/M145
1 - M813A1 w/wn w/M353 w/PU
1 - M813A1 w/wn w/M114
1 - M813A1 w/wn w/M102
1 - M813A1 w/wn w/M200A1 w/PU
1 - M813A1 w/wn w/M332

(6) AMC Form 575, Army/Marine General Purpose Vehicles.

2 - M49A2
2 - M50A2
2 - M51
2 - M55
1 - M55A2
2 - M59
2 - M109A3
2 - M342A2
2 - M292A2
2 - M291A2 - M543 w/wn
2 - M813
2 - M814

2 - M49A2 w/wn
2 - M50A2 w/wn
2 - M51 w/wn
2 - M55 w/wn
1 - M55A2 w/wn
2 - M59 w/wn
2 - M109A3 w/wn
2 - M342A2 w/wn
2 - M292A2 w/wn

(7) AMC Form 577, Army/Marine General Purpose Trailers.

2 - M269A1/M270A1
2 - M118A1
2 - M349A1
2 - M127A1C/M127A2C
2 - M348A2
2 - M373A2
2 - M750
2 - M129A1C/M192A2C
2 - M447

2 - M870
4 - M172/M172A1
2 - M915
2 - M131A2/M131A4/M131A5
2 - M313
2 - M131A3/M131A4/M131A5C
2 - M749
2 - M128A1C/M128A2C
2 - M790

(8) AMC Form 578, Army/Marine General Purpose Equipment.

2 - S.M.913
2 - I4 Fire Truck
3 - RTFL6
3 - M843 w/PU
3 - M102 How
3 - M887
3 - Laundry Unit ELT9T
1 - M149
6 - 463L Pallet Baggage

2 - AN/ISM 189/190
2 - M10A
3 - RTFL10
4 - M114 How
3 - M101A1 How
2 - M888
3 - Bath Unit M1950
6 - 463L Pallet
1 - Double 463L Pallet

(9) AMC Form 579, Army/Marine Aviation Helicopters.

6 - UH1N
4 - AH1S

6 - AH1G/AH1H

(10) AMC Form 580, Army/Marine Aviation Helicopters.

4 - OH58A
6 - UH1D/UH1H

6 - UH1C/UH1M

(11) AMC Form 581, Army Aviation Helicopters.

3 - CH47A/CH47B/CH47C
6 - UH60 Reduced

5 - UH60 w/Stabilizer

(12) AMC Form 582, Army/Marine Armored Track Vehicles.

4 - M1
4 - M60A1 w/Blade

4 - M60A1
4 - M60A2

4 - M60A2 w/Blade
1 - M728 CEV
3 - Lcher Bridge 60' on
MY60 Chassis

4 - M88A1
1 - M578

(13) AMC Form 583, Army/Marine Armored Vehicles.

2 - M911 w/M747
2 - M60A1
2 - M60A2
1 - M88A1
7 - M520/M877
2 - M553

2 - S.M.1
2 - M60A1 w/Blade
2 - M60A2 w/Blade
1 - M728 CEV
3 - M559
3 - Lcher Bridge 60' on MY60 Chassis

(14) AMC Form 584, Army/Marine Mechanized Infantry Vehicles.

5 - S.M.3 CFV/S.M.2 IFV
6 - M113A1
6 - M106A1
5 - M548
1 - M561
2 - M151
4 - M578
3 - M880/M881/M882/
M883/M884/M885

5 - M551A1
6 - M557A1
6 - M125A1
6 - M132A1
1 - M561 w/wn
2 - M151 w/M416
1 - M890

(15) AMC Form 585, Army/Marine Field Artillery Equipment.

4 - M110A1
4 - M109A1/M109A2/M109A3
3 - M234
1 - M55
1 - S.M.791 w/M790
1 - M109A3
1 - M54A2C
1 - M813
1 - M54A1C

4 - M110A2
5 - M688E1/M752E1
5 - M198
1 - M55 w/wn
1 - M814 w/wn
1 - M109A3 w/wn
1 - M54A2C w/wn
1 - M813 w/wn

(16) AMC Form 586, Army/Marine Air Defense Artillery Equipment.

1 - M645
1 - M514 w/AN/MPQ 48
1CWAR
2 - M390C w/AN/MPQ
46 1H11IR
1 - M390C w/AN/MPQ 11 1PC
5 - M390C
2 - M200A1 w/PU
3 - M167
3 - M36A2 w/wn
1 - M816 w/wn
1 - M52 w/M373A2
w/AN/MSM 94
6 - M163A1
4 - Triple 463L Pallets

3 - M501E3
1 - M514 w/AN/MPQ 51 TROR
1 - M390C w/AN/MPQ 95 1CC
1 - M390C w/AN/MPQ 50 1PA1
6 - M192E1
2 - M353 w/PU
3 - M36A2
2 - M814 w/wn
1 - M543 w/wn
6 - M730
2 - 463L Pallet w/Overhang
2 - Double 463L Pallets

(17) AMC Form 587, Army Medical Equipment.

6 - MUST Ward
5 - MUST Power Pack
6 - M886/M893
7 - M718
1 - M35A2 w/M149
2 - M35A2 w/M105
1 - M543 w/wn

6 - MUST Shelter
5 - M51
6 - M792
5 - M32A
1 - M35A2 w/wn w/M149
2 - M35A2 w/wn w/M105

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(18) AMC Form 588, Army Engineer Equipment.

1 - M812 w/wn w/27' Boat	1 - M812 w/wn w/Interior Bay
1 - M812 w/wn w/Ramp Bay	1 - H446 5T RT Crane
1 - MABS	1 - MRS 1-100 15 Cu Yd Scraper
1 - Crane 20T RT	1 - 290M w/58SHG w/CT4
1 - 175GP	1 - Roll Crusher 523OD
1 - LTO 300 Welder	1 - F15OOM
1 - D60	1 - Jaw Crusher
1 - MT 250 25T Crane	1 - 624 VL
1 - F5070 20T Dump	1 - S.M.876
1 - M345	1 - M796
1 - M645	1 - MW24B
1 - PG70 Conv Belt	1 - D7F w/wn
1 - LEB 300 Welder	1 - 250 CFM
1 - M310 Cable Reel	1 - JD 410
1 - D8K w/wn w/Bull Blade	1 - K8K w/Ripper w/Bull Blade
1 - D8K w/wn w/Angle Blade	1 - K8K w/Ripper w/Angle Blade
1 - Roller Twd/Sheet Ft	1 - Water Purification Van 1500/2600A

(19) AMC Form 589, Army/Marine 463L Pallets.

8 - Triple 463L Pallet w/Overhang	8 - Triple 463L Pallet
8 - Double 463L Pallet	18 - 463L Pallet
12 - 463L Pallet Worksheet	18 - 463L Pallet Baggage
6 - 463L Pallet w/Overhang	

(20) AMC Form 590, Template Worksheet.

2 - M60A1	2 - M88A1
2 - M553	1 - M821
2 - M128A1C/M128A2C	2 - M818
2 - M577A1	2 - M109A3
2 - M113A1	2 - M35A2
2 - M35A2 w/wn	2 - M35A2 w/wn w/M105
2 - M561 w/wn	2 - M561 w/wn w/M101 w/PU
1 - M105A2	1 - M149
6 - M151	3 - M151 w/M416
2 - M416	2 - M880/1/2/3/4/5
2 - M880/1/2/3/4/5 w/M101 w/PU	

Appendix E

463L Cargo System

E-1. General

The 463L cargo system was designed to reduce the time to load and unload an aircraft. The 463L pallet is made of corrosion-resistant aluminum with a soft wood core and is framed on all sides by aluminum rails. The rails have 22 tiedown rings attached so that there are six rings on each long side and five rings on each short side. Each ring has a 7,500 pound restraint capacity. The overall dimensions of the 463L pallets are 88 inches by 108 inches by 2 1/4 inches thick; however, the usable dimensions of the upper surface are 84 inches by 104 inches. This allows two inches around the periphery of the pallet to attach straps, nets, or other restraint devices. An empty 463L pallet weighs 300 pounds (365 pounds with nets) and has a maximum load capacity of 10,000 pounds. The maximum pounds per square inch for the 463L pallet is 250 pounds. If a load exceeds this limitation, then shoring must be used to spread the load over a larger area.

E-2. 463L Pallet Nets

There are three nets to a set: one top net (yellow or tan) and two side nets (green). The side nets attach to the rings of the 463L pallet and the top net attaches by hooks to the rings located on the side nets. These nets have multiple adjustment points and may be tightened to conform snugly to most any shaped load. A complete set of 463L nets provides adequate restraint for a maximum of 10,000 pounds of cargo when properly attached to a 463L pallet.

E-3. 463L Pallet Buildup

Units will palletize cargo from the heaviest to the lightest and distribute large and heavy objects from the center of the pallet outwards to prevent the pallet from becoming heavy on one end. Doing this also helps maintain the center of balance at or near the center. Units will --

- a. Place lighter and/or smaller items on top of or beside the heavier cargo.
- b. Ensure containers are positioned right side up with special handling labels facing out.
- c. Construct the load in a square or pyramid shape whenever possible to make the load stable, easy to handle, and easier to secure on the pallet.
- d. Always put three points of dunnage under 463L pallets prior to cargo placement. The dunnage

should consist of a minimum of three 4-inch by 4-inch by 88-inch pieces of lumber equally spaced under the 463L pallet. This aids the movement of the pallets by forklift and protects the lower surface from damage. If dunnage is not available on location, Air Force Technical Manual T.O. 35D33-2-2-2, 463L Air Cargo Pallets provides suitable field expedients. Dunnage will be shipped with the pallets for storage after off-loading at the destination.

E-4. Size Restrictions

Each aircraft has restrictions on the dimensional size and shape particular to that aircraft. Aircraft cargo loading manuals provide specific load requirements for each aircraft. AMC PAM 36-1, AMC, Affiliation Airlift Planners Course, can be used as a quick reference guide to obtain basic airlift information. However, AMC PAM 36-1 is a training publication and is non-directive in nature. AMC PAM 55-41, Civil Reserve Air Fleet (CRAF) Load Planning Guide, provides specific load requirements for commercial aircraft.

E-5. Cargo Net Installation

Prior planning is the key. A sufficient number of personnel in the unit will be trained to do the job. The most prevalent reason cargo is bumped from or delays an aircraft is poor pallet buildup or netting. Before using the nets, units will lay them all out and inspect them for serviceability. Nets that are torn, rotted, or have bad and/or missing hooks or rings will not be used. Only one bad strap is enough to make the entire net unserviceable. Plastic pallet covers are required under the nets for all baggage and most general cargo pallets. They should be placed over the cargo before connecting the cargo nets. These are a Defense Logistics Agency (DLA) managed item. Description and national stock number are as follows: Cover polyethylene pallet cargo, NSN 3990-00-930-1480, part number MIL-C-83991, unit of issue-role, quantity per roll 10 each. Units will fund for procurement of plastic pallet covers.

E-6. Determining Pallet Weight

Each 463L pallet built with cargo must be weighed, and the scaled weight must be recorded on all copies of the cargo manifest. Additionally, the scaled weight must be clearly marked on one 88 inch side and one 108 inch side of the 463L pallet.

E-7. Sources

Pallets are available to units planning or executing an air movement through their installation ITO. Normally, these pallets are part of the war reserve

material (WRM) prepositioned at MS/installations.. In air load planning, units will maximize organic cargo carrying capabilities to keep pallet usage to a minimum.

E-8. Accountability and Reporting Requirements

a. Installations are required to maintain an accountable record/log to provide a clear audit trail for pallet/net losses or gains. DoD Reg 4500.9-R-1, Volume II, Management of 463L Pallets, Nets, and Tie-Down Equipment, provides the format.

b. Installations are required to report to HQ FORSCOM/AFLG-P2L-T on hand inventories NLT the 15th of the month following a quarter. The inventory will be conducted on the first Tuesday of the month following a quarter (i.e., Oct, Jan, Apr, July). See DoD Reg 4500.9-R-1, Volume II, for the format.

c. Annually FORSCOM will determine the number of WRM pallets required by extracting the most currently refined OPLAN data for the first 90 days of movement. These projected requirements will be submitted to the installations for review prior to submission to the Air Force.

d. Units possessing operational half pallets will be required to resubmit justifications annually. All other reporting requirements are the same for operational and WRM pallets.

e. Units will return pallet/net assets to the airlift system as soon as practical upon arrival at their final deployed destination during a contingency. During exercises units are authorized to retain pallets/nets until return to the originating installations. Army units deploying on exercises with Army WRM pallets/nets will maintain accountability during movement. Pallets/nets removed from the custody of the unit at any point during an exercise will be hand receipted for in order to maintain an audit trail.

f. Request for redistribution of prepositioned assets between Army installations will be submitted to HQ FORSCOM/AFLG-P2L-T.

E-9. Repair

If installations are unable to repair pallets and nets locally, they will be returned to the Air Force system for repair. If an Air Force base is in the vicinity, a one-for-one exchange may be arranged. If this is not possible, contact HQ FORSCOM/AFLG-P2L-T for disposition instructions and fund cite.

E-10. Storage

Pallets will be stored according to Air Force Technical Manual TO35D33-2-2-2. Empty pallets will be stacked no more than 50 high providing adequate dunnage (4" X 4" X 88") three point, two sides, and center is used between each stack of ten pallets. Pallets may be stored outside if they are stored according to Air Force TO35D33-2-2-2, paragraph 1-13. Nets will be segregated by type and stored in a dry area. Storage within a warehouse in the original shipping containers is the best method. Users will store nets according to Air Force Technical Manual TO35D33-2-3-1. This manual provides guidance on the proper storage, cleaning, and decontamination procedures required to maintain nets in a usable condition.

E-11. Inspections

Installations will conduct physical inspections of 50% of the pallets/nets every 6 months. All pallets/nets will be inspected annually to ensure proper use and storage.

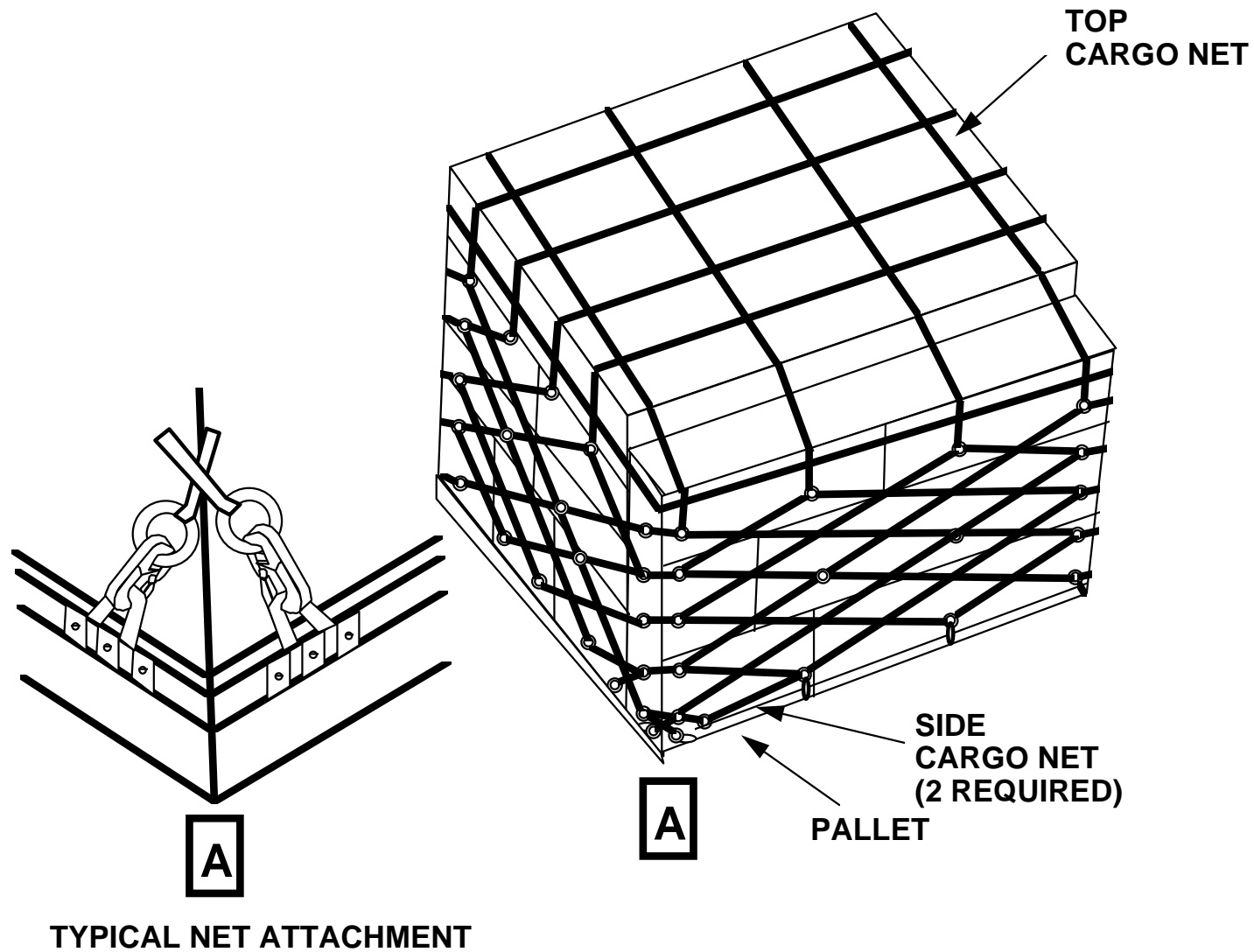


Figure E-1. Cargo Net Installation

Appendix F

Consolidation Packaging

F-1. General

Unit equipment/supplies shipped by surface modes require more protection than those shipped by air. By surface, the equipment/supplies are more likely to be exposed to the elements for greater lengths of time and more susceptible to pilferage and damage. Packaging is used to provide protection of cargo from damage and additional security against pilferage. Packaging also leads to ease of handling during loading and unloading.

F-2. Container Express (CONEX) Inserts and Pallets

a. Description. The CONEX insert is designed to consolidate small items into shipment units. A CONEX insert is an expendable, triple wall, fiberboard box with a maximum capacity of 1,500 pounds. Pallets for CONEX inserts are wooden and generally must be assembled by the unit loading team. To ensure that the banding of inserts to pallets is effective, cross pieces of pallets must cover the banding grooves of the pallet base. The CONEX insert with pallet is shown at figure F-1 and will be banded using a minimum of 3/4 inch wide steel banding. Figure F-2 depicts an assembled pallet.

CONEX inserts can be shipped in containers or as secondary loads in vehicles.

b. Packing. Units will --

(1) Use all available space. Use blocking, bracing, or filler only when equipment cannot be fitted in the insert container. Do not place items susceptible to damage in the bottom. Place lighter items on top.

(2) Package and process all equipment according to specifications issued by the supply agency to protect against damage in transit.

(3) Prepare field ranges, water heaters, gasoline lanterns, fuel containers, and similar equipment IAW applicable HAZMAT regulation. These items must be hazardous material certified and easily accessible for inspection.

c. Handling

(1) Units will use MHE for loading CONEX inserts onto vehicles for movement.

(2) The CONEX insert and pallet, when used with roller convoys, require a sheet of 1/2-inch plywood cut the same size as the pallet. The pallet is placed on the plywood sheet to provide a solid surface for contact with rollers.

(3) CONEX inserts may be stacked only three high. Place a 1/2 inch plywood sheet under the pallet of any stacked CONEX insert to prevent the pallet crushing the lower CONEX top.

d. Availability: Two sizes of CONEX inserts and pallets available within the supply system are listed below.

OUTSIDE OVERALL DIMENSIONS			FSN NUMBER	FSN NUMBER
LENGTH	WIDTH	HEIGHT	TRIPLE WALL	PALLET
45"	32"	32*	8115-00-753-4690	3990-00-892-4395
58"	32"	32*	8115-00-753-4691	3990-00-892-4394

*CONEX inserts are 28-1/4 inches deep outside without the pallet base.

F-3. Military-Owned Demountable Container (MILVAN) Consolidation Containers and Pallets

a. Description. MILVANs are large container-like transporters. Various consolidation containers and pallets are available to box loose cargo before loading in MILVANs. These containers are expendable, double and triple wall, fiberboard boxes with a maximum capacity of 1,500 pounds. The consolidation containers are banded to comparable wooden pallets for ease of handling just as the CONEX insert. Consolidation containers can be shipped in containers or as secondary loads in vehicles.

b. Container Loading Patterns. Consolidation containers may be loaded in MILVANs in a variety of patterns. A multitude of loading patterns is possible for properly utilizing the available space in the MILVAN. The interior height and width of the vans, however, impose certain limitations that require the placement of consolidation containers in certain defined directions when the entire van is loaded with consolidation containers.

* Dimensions

Size No.	Outside Length	Overall Width	*Height	FSN Number Double Wall	FSN Number Triple Wall	FSN Number Pallet
1	86	31-3/4	41	8115-935-5894	8115-935-5904	3990-450-9822
2	57	31-3/4	41	8115-935-5895	8115-935-5905	3990-450-9823
3	43	31-3/4	41	8115-935-5896	8115-935-5906	3990-459-0338
4	29	31-3/4	41	8115-935-5898	8115-935-5907	3990-450-9824
5	58	43	41	8115-935-5898	8115-935-6510	3990-459-8908
6	86	31-3/4	20-1/2	8115-935-5899	8115-935-6511	3990-450-9822
7	573	31-3/4	20-1/2	8115-935-5900	8115-935-6512	3990-450-9823
8	43	31-3/4	20-1/2	8115-935-5901	8115-935-6513	3990-459-0338
9	29	31-3/4	20-1/2	8115-935-5902	8115-935-6514	3990-450-9824
10	58	432	20-1/2	8115-935-5903	8115-935-6515	3990-459-8908

Outside Length/Overall Width/Dimensions are measured in inches.

**This includes pallet. Container Sizes 1 through 5 are 35-1/4 inches deep outside and Container Sizes 6 through 10 are 14-3/4 inches deep outside without the pallet base.*

F-4. Commercial Consolidation Containers

Cardboard containers for consolidating shipments can also be purchased from commercial vendors. One good example is the Uni-Pak System. It is a

(1) The width of the MILVAN, 92 inches internally, is best utilized by positioning the following consolidation containers so that the length of the containers runs parallel to the width of the vans:

- (a) One of Size 1 or 6 container.
- (b) Two of Size 3 or 8 container.
- (c) Three of Size 4 or 9 container.
- (d) One of Size 2 or 7 and one of Size 4 or 9 container.

(2) When a Size 5 or 10 container is stowed in the van, the width of the container should be positioned to run parallel to the width of the van.

(3) When a Size 2 or 7 container is stowed with the benefit of an equal number of Size 4 or 9 containers, the container should be positioned so that the length of one container and the width of the second container run parallel to the width of the van.

c. Availability: Ten sizes of consolidated containers and pallets available within the supply system are --

collapsible, triple wall corrugated box with a fitted plastic pallet bottom and top having a maximum capacity of 2,000 pounds. This container can be locally purchased through General Service Administration contract.

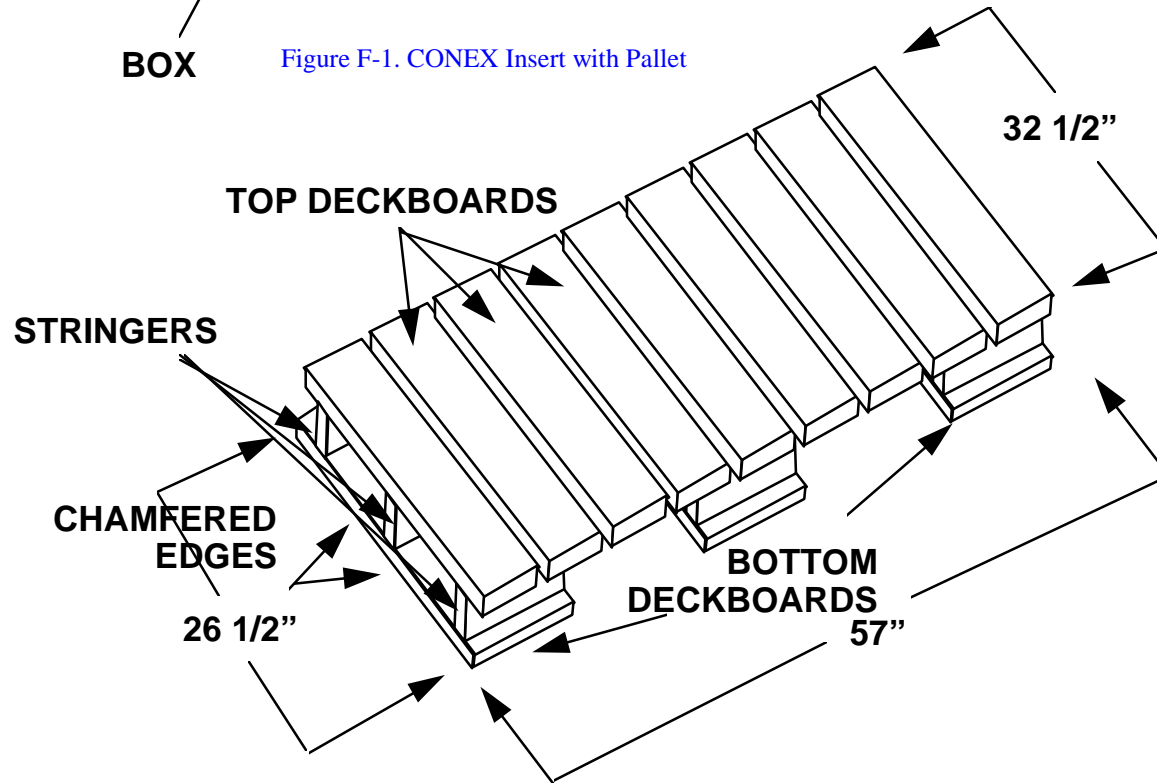
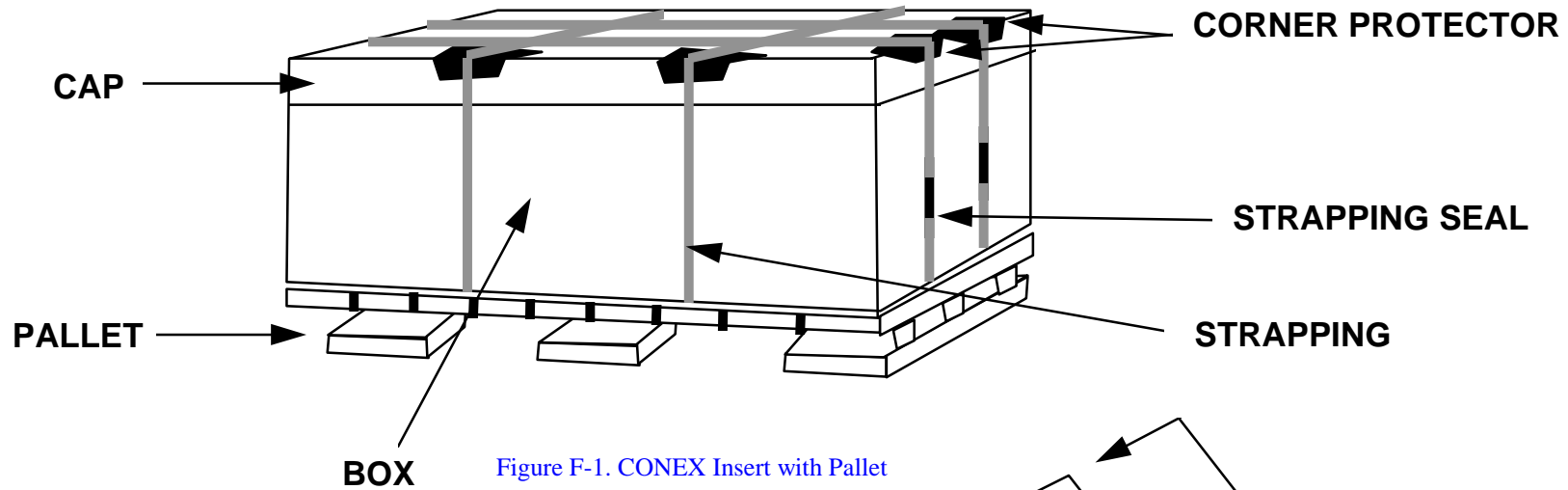


Figure F-2. Assembled Pallet

Appendix G

Documentation

G-1. Introduction

a. For unit deployments, cargo is primarily documented by using an MSL. The MSL consists of bar coded movement information that contains a TCN. The TCN keys to unit movement data which is stored and maintained on a computer file.

b. The UMO ensures UMD is current by updating AUELS periodically as required by FORSCOM Reg 55-2. The UMC/ITO submits the AUEL updates to FORSCOM. Upon notification of a specific deployment, the AUEL is updated to reflect the mission requirements and becomes the DEL. Its importance cannot be overemphasized. Using the DEL, MTMC and AMC manifest the unit's equipment for movement and MSLs (to be placed on vehicles/equipment) are produced. Two MSLs are printed for each item on the DEL for both surface and air movement. The initial DEL and subsequent updates are submitted to both FORSCOM and MTMC. An automated interface is not yet in place with AMC. Therefore, for equipment deploying by air, units are required to provide the TALCE copies of the TC ACCIS produced ATCMD on disk.

c. MSLs are obtained from the installation UMC. The deploying unit affixes them to the unit cargo. Portable bar code readers (PBCRs) read the labels as each piece of cargo passes through the various segments of the transportation pipeline. The PBCR, which is a hand-held microcomputer, is uploaded into another computer which contains the unit movement data transmitted by the installation. The MSLs and corresponding movement data are used to manage, control, and provide in-transit visibility of the unit cargo. The following errors can result in unit equipment being frustrated at the port: Failure of the deploying unit to match labels to the corresponding pieces of equipment, failure of the deploying unit to report accurate AUEL/DEL to FORSCOM and to the TCCs, and missing or incomplete documentation.

G-2. Transportation Control Number (TCN)

The TCN for a piece of cargo consists of a 17 digit alpha numeric number. A sample TCN would be AWXYZAA\$0D00010XX. The "A" indicates an Army unit. The "\$0" and "0XX" are fillers. WXYZAA is the UIC and D0001 is the shipment unit number (SUN). The SUN is found on the

AUEL/DEL. DoD 4500.32R, Part I, Change 6, App G, provides TCN guidance for unit moves. The UIC and SUN are key data elements used to identify and track equipment moving through the Defense Transportation System. These identifiers are required to be on the unit equipment, in the transportation documentation, and in the unit movement automated data which is transmitted.

G-3. Cargo Identification

Deploying units must ensure that cargo has been properly stenciled/marked and documented. The deploying unit will --

a. Affix two identical MSL's to all major end items ("D" records) and special handling cargo ("F" records) identified on the AUEL/DEL. For vehicles, one label is attached to the left front bumper (driver's side) and the other label is placed on the left side door (driver's door). For containers and pallets, labels are placed in corresponding vehicle locations on adjacent sides. The labels must not be covered with tape, acetate, or any other material which will prevent the readers from scanning the data.

b. Stencil the UIC and SUN on all major end items and special handling cargo identified on the AUEL/DEL as "D" and "F" records. On vehicles, stencil the UIC and SUN on the vehicles front and rear bumpers in 2-inch lettering. Recommend stenciling the UIC and SUN on all secondary loads (major end items) that can be moved as separate items. The SUN will be the same as that of the prime mover, but will contain an "E" in the first position rather than a "D". For example, containers nested in the back of a 2 1/2-ton truck (prime mover) with a UIC/SUN of WABCAA-D0001 will be stenciled with a UIC/SUN of WABCAA-E0001.

c. Stencil the UIC/SUN and mark the gross weight (stencil, tape, chalk, etc.) on all FORSCOM and unit owned containers.

NOTE: Do not stencil DoD common-use containers with UIC/SUN. Units may use tape, packaging, NSN 7510-00-266-5016 (commonly called 100 MPH tape) to affix UIC/SUN. Only MSLs, packaging tape and packing lists are affixed to the outside door and adjacent side of the container. Units that paint UIC/SUN on these containers will fund MTMC costs for repainting defaced container.

d. Affix packing lists to the cargo as outlined in Chapter 5, para 5-5, Step 5.

e. Affix hazardous materials warning labels or placards (as appropriate) to cargo.

f. Prepare and affix purging statements to bulk fuel tanks, if required.

FORSCOM/ARNG Regulation 55-1

g. For vehicles/equipment without space for stenciling/markings, fabricate a plaque and mount in a visible location on the item.

h. For aircraft and floating craft, stencil the UIC/SUN as follows:

(1) Fixed-wing aircraft will be stenciled on the left side of the tail section below the aircraft identification number.

(2) Rotary-wing aircraft will be stenciled on the left side of the engine housing. When shrink-wrap is used, MSLs will be placed on the outside of the shrink-wrap.

(3) Floating craft will be stenciled on the stern above the water line.

i. Prepare appropriate HAZMAT documentation as outlined in Appendix N.

j. For air movement, prepare an aircraft load plan and passenger manifest. (See Appendix D). Ensure the TCNs from the MSLs on the vehicles/equipment are included on the aircraft load plan.

k. See Table 5-1 for additional documentation required.

Appendix H

Sample Unit Movement Plan

This Appendix provides ideas, data, and samples of many items that must be considered in developing the unit movement plan. RC units will complete one plan for movement from HS to MS, and, if required, one from MS to the POEs. AC units will prepare movement plans for deployment to the POEs. The

plan is written in operations order format (FM 101-5). It becomes an operations order when the required data and specific times are added. A unit may have several plans, each one planning for a specific contingency. The unit plans the move using the movement plan and executes the move under an operations order. The operation order has specific movement instructions and is dated and signed. The annexes contain information required to support the plan.

UNCLASSIFIED

Classification

Copy no __ of __ copies

(Issuing Unit) _____

(Street Address) _____

(City, State, ZIP Code) _____

(Date of Plan) _____

MOBILIZATION MOVEMENT PLAN (HS to MS) (RC only)

DEPLOYMENT MOVEMENT PLAN (MS to A/SPOE) (AC) (RC, if required)

References: FM 55-30, FORMDEPS, FORSCOM/ARNG Reg 55-1, STARC/RSC/DRU/Installation Mobilization/Deployment Plan, (Any other Maps, SOPs, manuals, etc.) _____ include dates of publications

Time Zone Used Throughout the Plan: _____

Task Organization

HQ HHC, ____ Bn _____, _

Co A _____, _

Co B _____, _

Co C _____, _

Co D _____, _

____ Det _____, _

1. SITUATION: This should be a generalization of when/how the plan is to be implemented.

a. Enemy Forces: CURRENT INTSUM (covers CONUS - terrorist threats)

b. Friendly Forces: Task Organization and other supporting

activities.

c. Attachments and Detachments: Listed with appropriate units or the word "none"

d. Assumptions: These are conditions a commander believes will exist at the time the plan is executed.

Assumptions are clearly stated and address the following:

- (1) Equipment serviceability
- (2) Availability of personnel for movement
- (3) MTOE supplies and equipment to be transported
- (4) Prepositioned equipment, if applicable
- (5) Vehicles/equipment in maintenance
- (6) MS gate assignments/time to MS/APOE/SPOE
- (7) Use of modes to MS/APOE/APOE
- (8) Commercial movement

The following examples of assumptions are provided:

- (1) All unit equipment will be combat serviceable.
- (2) All unit personnel will be available for movement.
- (3) During a selected or 200K call-up, cross leveling of personnel and equipment will occur.
- (4) All (including excess) MTOE equipment and supplies will be transported to the MS (RC only).

FORSCOM/ARNG Regulation 55-1

(5) All vehicles and equipment on job order or hand receipt will be recovered prior to departure from home station or arrangements will be made during Phase II for pick up by the unit or to ship commercially directly to the mobilization station (RC only).

(6) MS gate assignments and arrival/departure times have been designated by the MS and coordinated with the DMC.

(7) Organic convoy movements from HS to the MS and subsequently to A/SPOE will be administrative.

2. MISSION: A concise statement of what is to be accomplished and its purpose. It addresses the following:

- a. Identifies unit(s).
- b. Identifies origin and destination.
- c. Identifies methods of movement: organic/commercial and mode: truck, rail, air, and sea.
- d. Identifies reason for moving (OPLAN, etc.)

An example of a mission statement from a mobilization movement plan is as follows:

The (Unit)___ will move from home stations to (MS/SPOE/APOE)___ to arrive not later than (Date/Time first element arrives at the gate)___ . Advance parties will depart not later than (Date and time of earliest advance party departure)___ . Commercial transportation consisting of (trucks, buses, and / or rail)___(will / will not)___ be used, but will not necessarily move with the organic convoys.

An example of a mission statement from a deployment movement plan is as follows:

On order, the (unit name) _____ will establish staging/marshaling areas and deploy personnel and equipment to perform operations in the designated theater of operations. Unit will deploy from (installation) _____ via APOE _____ and SPOE _____. (TMP/commercial buses) _____ will transport personnel to the APOE. All roadable vehicles will be convoyed to the SPOE. Non-roadable vehicles will go by rail or commercial truck to the SPOE. Movement will commence IAW the alert order and the N-Hour Sequence (Annex S). Movement will be by (organic assets to the SPOE, or rail, or commercial truck) _____. Order of march will be advance party followed by main body. Unit will be prepared to deploy on other contingency missions.

3. EXECUTION: Addresses the necessary planning, coordination, and execution functions that must take place in order to accomplish the mission. Specific tasks are given.

a. Concept of Movement. The concept clarifies the purpose of the plan. It addresses the following: (HS to MS)/(MS to A/SPOE)

- (1) Receipt of Movement Orders
- (2) Update and validation of AUEL
- (3) Recovery of equipment
- (4) Commercial movement of personnel (buses, etc.)
- (5) Deadline to complete packing and loading
- (6) Advance party
- (7) Main body
- (8) Order of march and convoy numbers for highway movement
- (9) Shuttle of equipment (RC only-must obtain permission from the MS)
- (10) Commercial movement of vehicles/equipment
- (11) Priority of support
- (12) MO/ITO coordination
- (13) ITO designated load dates and locations
- (14) UMO duties and responsibilities are listed
- (15) Projected POEs
- (16) OPLANS applicable
- (17) Actions at POE (Reduction, receipt of cargo, etc.)

Examples of Concept of Movement statements are as follows:

(1) Upon receipt of the alert notification, the first priority will be for the UMO to review the FORSCOM Form 285-1-R (Request for Commercial Transportation) and the AUEL.

(2) To meet MS gate arrival/departure times, the unit will conduct simultaneous coordination, processing, and loading operations using the unit's N-hour sequence (Annex S).

(3) Start Point times are IAW DD Form 1265 (Annex M).

(4) Commercial transportation/support requirements, if required, are located at Annex O.

(5) All organic vehicles will have a driver and assistant driver.

(6) The UMO will coordinate and confirm the following:

(a) Changes to DD Form 1265 (Request for Convoy Clearance).

(b) FORSCOM Form 285-1-R (Request for Commercial Transportation) with Transportation Office NLT_____.

(c) Confirm enroute stops/halts with appropriate businesses.

(d) Confirm loading is IAW unit load cards and FORSCOM Forms 285-1-R.

(7) Commercial busses will be used to transport personnel and baggage. A troop commander will be designated for each commercial bus.

(8) Supplies and equipment will be packed, cushioned, and/or crated, and loaded on organic vehicles IAW current vehicle load cards not later than (Number of hours)___ prior to departure.

(9) Advance party elements will be composed of the personnel, equipment, and documentation required to accomplish tasks identified by the MS and will move by organic convoy IAW Annex M. Vehicles will infiltrate to (Consolidation Point) _____ where the Battalion Advance Party convoy will form. The convoy number will be _____.

(10) Main body organic convoys will depart HS/MS IAW Annex M. Individual convoys will consolidate at (consolidation point)_____.

(11) Order of march and convoy numbering will be as follows:

(Unit)___ (Convoy Number) _____

(Unit)___ (Convoy Number) _____

(Unit)___ (Convoy Number) _____

(Unit)___ (Convoy Number) _____

(Unit)___ (Convoy Number) _____

(12) Shuttle convoys (will/will not) be used.

(13) Unit supplies and equipment will be prepared for commercial movement by (Rail, Truck, etc.)_____ IAW the AUCL filed in the Unit Load Plan not later than (Date Time) _____.

b. Tasks to Subordinate Units / Elements: This paragraph clarifies and states tasks in sufficient detail to insure action by subordinates or platoons/sections within a company and addresses the following as relates to the actual move:

(1) Company, platoon, or section tasks

(2) Maintenance

(3) Supply

(4) Food Service

(5) Rear Detachment

(6) NBC

(7) Loading Teams

(8) Training

(9) Rail Guards, convoy guides, supercargoes, etc.

(10) Reports

Examples of tasks listed in this section would be as follows:

(1) Specific for company, battery, or detachment: Advance party vehicles will convoy to consolidation point at _____ (Date/time).

(2) Maintenance (Date/time to stop repairs and load maintenance equipment)

(3) Supply (Date/time to complete issue and start loading)

(4) Food Service (Date/time to close down mess operation, clean up, and load mess section equipment)

(5) NBC (CDE guidance) (Disposition of CDE, Load on vehicle or issue to individual)

(6) Load Teams. (Date/time to complete loading of Adv Party, Main Body, Commercial loads, etc.)

(7) Training

(8) Administrative

(9) Internal Reports

FORSCOM/ARNG Regulation 55-1

- c. Coordinating Instructions: Lists required coordination for planning and executing phases.
 - (1) Higher HQs
 - (2) STARC/RSC/DRU/Next higher HQs
 - (3) Mobilization station/ITO
 - (4) MATES and ECS (RC only)
 - (5) Transportation terminal Nodes (bus terminal, railhead, APOE, SPOE, Marshalling areas, STARC MCC for highway movements)
 - (6) Local agencies and businesses
 - (7) Coordination internal to unit (section leaders with convoy commanders, etc.)

Example of coordination covered in this paragraph is as follows:

Physical security officer will coordinate current information with local and state police NLT ____ prior to movement.

4. SERVICE SUPPORT: Lists the logistic support and operations needed for the unit move. They may be listed in either the basic plan or as annexes to the plan. As a guide, if the information for a subparagraph will fit on one page, include it in the body of the plan and show that ANNEX as N/A. This makes your plan easier to read and easier to use. If the information for a subparagraph is longer than one page, consider placing it in the annex. The following should be addressed:

Materials and Services

- a. Class I (See Annex B)
- b. Class II (See Annex C)
- c. Class III (See Annex D)
- d. Class IV (See Annex E)
- e. Class V (See Annex F)
- f. Class VI (if directed by OPLAN/OPORD)
- g. Class VII (See Annex G)
- h. Class VIII (See Annex H)
- i. Class IX (See Annex I)
- j. Class X (not authorized for mobilization)

Examples of entries which should be included in this paragraph are as follows:

- a. Supply
 - (1) CLASS I (Annex B). - Subsistence
 - (a) Advance Party
 - (b) Main Body
 - (c) Commercial Move (if applicable)
 - (d) MATES/ECS recovery or load teams (if applicable)
 - (2) CLASS II (Annex C). - Organizational Clothing and Individual Equipment (OCIE). Example of item in this section. Due to movement being an administrative one, all weapons, NBC equipment, and other non-combat OCIE will be packed, boxed, and moved administratively.
 - (3) CLASS III (Annex D) (POL) - includes the following:
 - (a) Top off vehicles
 - (b) Trail party requirements
 - (c) Enroute refueling
 - (d) Packaged requirements
 - (e) Bulk requirements
 - (f) Motor fuels
 - (g) Aviation fuels

Examples of items included in this section include the following:

- (a) All vehicles will be topped off and will carry full fuel cans strapped in the mounts. Units without a fuel dispensing facility will purchase from a local vendor using an SF 44.
- (b) The trail maintenance party will carry the minimum required quantities of packaged POL supplies to support the convoy as listed below:

----- (Typical Sample) -----

48qts 15W40 Oil
 15gal OE/HDO 30 Oil (5 gal cans)
 10gal GO 80W90 Oil (5 gal cans)
 35# GAA Grease (pail)
 24qts Dexron II (trans fluid)
 1 gal Brake Fluid (1 gal can)
 5 gal Cleaning Solvent
 1 bdl Rags

(c) Refueling enroute will be by (Credit Card, 5 gal cans, organic tanker, SF 44, etc.)_____.

(4) CLASS IV (Barrier materials) (See Annex E) includes BBPCT requirements and prepositioned requests. Examples of items included are as follows:

- (a) All barrier/construction material will be shipped.
- (b) The complete BBPCT list for the unit is in Annex E.
- (5) CLASS V (Annex F) includes the transportation and security of ABL.
- (6) CLASS VI. (if directed by OPLAN/OPORD)
- (7) CLASS VII (Major End Items) (Annex G). Major end items will be loaded IAW Annex G. For RC

units, all excess MTOE equipment will be transported to the MS. This section should include the following:

- (a) Retrieval and commercial shipment procedures in MATES/ECS (RC only).
- (b) Procedures for loading and accounting for equipment moved by commercial rail or truck.
- (8) CLASS VIII (Medical) (Annex H): This paragraph will include the following:
 - (a) On hand supplies transported to the MS/POE.
 - (b) Enroute medical support.

Examples of items included in this paragraph are as follows:

- (a) All vehicles will move with authorized first aid kits.
- (b) Medical emergencies enroute will be evacuated to the nearest hospital. Civilian ambulances and medical personnel may be used for assistance and evacuation.
- (9) CLASS IX (Repair Parts) (Annex I): This paragraph should address the following:
 - (a) Combat ASL/PLL drawn from appropriate source and loaded on organic vehicles.
 - (b) Trail party requirements identified.

Examples of items to be included in this paragraph are as follows:

- (a) Combat PLL will be loaded on organic vehicles.
- (b) All Class IX, ASL/PLL will be packed, crated, and/or boxed to meet requirements of ANNEX I.
- (c) During the convoy, the trail party will carry, as a minimum, the items identified in Annex I.
- (d) Excess PLL will be transported to the MS and turned in (RC only).

b. Maintenance:

(1) Pre-movement support requirements (Annex J): This Annex/paragraph should include information on draining, cleaning and purging fuel containers and priority of maintenance support.

(2) Enroute support requirements (Annex K). This Annex/paragraph information on coordination for enroute support (supporting facilities, POCs names and phone numbers), trail party requirements, and enroute PMCS, if required.

Examples of the items contained in this paragraph are as follows:

- (a) The trail party for the main body will consist of _____ vehicles and _____ personnel.
- (b) Enroute PMCS will be performed at halt number _____.
- (c) If a vehicle fails, stops or has an accident, only that vehicle will halt. The maintenance trail party will provide all assistance and keep the convoy commander informed.

c. Transportation Requirements

- (1) Air. (Annex L, if required)
- (2) Convoy. (Annex M, if required)
- (3) Rail. (Annex N, if required)
- (4) Commercial. (Annex O, if required)
- (5) Unit Movement Data (UMD). (Annex W)

d. Procurement. (Annex A)

e. Facilities/Equipment. (Annex P)

f. Medical Evacuation Procedures.

FORSCOM/ARNG Regulation 55-1

g. Personnel:

Examples of items contained in this paragraph are as follows:

- (1) Uniform for movement will be BDUs (combat boots and soft caps)
- (2) All personnel accountability inspections and convoy briefings (Annex M) will be conducted prior to movement (Annex S).
- (3) Each individual is authorized a total weight of ___ for personal baggage, ___ duffle bags for TA-50 and for clothing and comfort items. The units scale will be used to confirm this.
- h. Civil/Military Coordination, if required. (Also, see Coordinating Instructions, Annex A, Annex G and mode annexes.)
- i. Other.
 - (1) Points of Contact. (Annex Q)
 - (2) Coordinating Instructions.

5. Command and Signal.

This paragraph addresses the following:

- a. Chain of command is identified, to include convoy commanders, bus troop commanders, etc.)
 - b. Personnel control (formations, briefings, safety, etc.)
 - c. Command locations.
 - d. Signal instructions (telephone, radio, etc.)
 - (1) Commercial telephone.
 - (2) Reporting procedures.
 - (3) Radio procedures.
 - (4) Current SOI
 - e. N-Hour sequence (See Annex S).
6. The movement plan must be signed by the commander or a specifically authorized representative. If the signature is not reproduced on subsequent copies, authentication by the appropriate coordinating staff officer is required.

ANNEXES (Annexes are used primarily for those items which would require too much space in the basic plan. If an Annex is not necessary, or unused, type the annex title and N/A.)

ANNEX A - Procurement - Sources.

ANNEX B - Class I - Subsistence: enroute meals.

ANNEX C - Class II - OCIE

Clothing, individual equipment, tentage, organizational tool sets and kits, NBC, hand tools, electronics, administrative housekeeping supplies and weapons.

ANNEX D - Class III - POL

POL - packaged and bulk. For aircraft and surface vehicles, coolants, deicing and antifreeze compounds (together with components and additives of such products) and coal, hydraulic and compressed gases and lubricants.

ANNEX E - Class IV - BBPCT

Materiel for securing vehicle secondary loads, and securing major end items to transportation assets.

Appendix 1 - Blocking, bracing, packing, crating, and tiedown (BBPCT) material for secondary cargo/loads in vehicles, trailers and containers, dunnage/shoring for air deployment, plastic pallet covers for 463L pallets.

Appendix 2 - Required documentation - Work Order Request or memorandum for BBM. (Requisitions are used to order packing, crating and plastic pallet covers).

ANNEX F - Class V - Ammunition

Ammunition of all types (including NBC and special weapons) bombs, explosives, mines, fuses, detonators, pyrotechnics, propellants and other associated items, time, location and person to issue. ***This annex is not applicable for RC mobilization movement plans.***

ANNEX G - Class VII - Major End Items

Final combination of end products that are ready for their intended use (i.e., tanks, launchers, mobile machine shops and vehicles, MHE, compressors, construction equipment). Procedures for loading and accounting for equipment moved by commercial truck or rail. Schedule for major end items will be loaded on commercial assets. (Reference - unit N Hour sequence). ***Include an equipment retrieval plan (RC only).***

ANNEX H - Class VIII - Medical

Medical material, including medical repair parts:

- enroute medical support - first aid kits
- medical support to SPOE/APOE

ANNEX I - Class IX - Repair parts

Repair parts (less medical repair parts and components), to include kits, assemblies and subassemblies, repairable and nonrepairable, required for maintenance support of all equipment.

ANNEX J - Premovement Maintenance Support

Equipment Status, Contact Teams, Drivers' Licenses, PMCS, Sequence of events for maintenance operations, nonrepairable equipment, tow bars, tow off vehicles. (FM 55-30, FM 55-65).

ANNEX K - Enroute Maintenance Support

Abandoned Vehicles, Road Side Repairs, Tow Bars, Contact Teams, Repair Services/Parts, Maintenance Vehicles.

ANNEX L - Air Transportation (Always use for personnel, TAT, and baggage. Include equipment if OPLAN/CONPLAN indicates)

Appendix 1 - Documentation:

- DD Form 2130-1 C-5 Cargo Manifest
- DD Form 2130-3 C-141 Cargo Manifest
- DD Form 2130-6 KC-10 Cargo Manifest

Appendix 2 - Listing of pintle-hook vehicles (if authorized to ship major end items by air, otherwise personnel pallets only will be indicated).

Appendix 3 - Air loading procedures

- TAB A - Planeload Commander's SOP
- TAB B - Load Team SOP
- TAB C - Shoring material requirements
- TAB D - 463L pallet and tie-down requirements
- TAB E - Motor and Aviation fuels for movement of organic air equipment
- TAB F - Special Handling Hazardous Cargo Certification

ANNEX M - Convoy Requirements

Appendix 1 - Request for convoy clearance, DD Form 1265 (FM 55-30)

Appendix 2 - Request for Special Hauling permit; DD Form 1266 (FM 55-30) for outsized/overweight equipment

Appendix 3 - Convoy Commander's Checklist, FORSCOM Form 285-2-R (See Figure H-1)

Appendix 4 - Driver's strip maps

Appendix 5 - Convoy commander's safety briefing

- Drivers are licensed for vehicles being driven
- If hazardous material is part of the load, identify hazard on DD Form 1750, AUEL, and DD Form 836
- Vehicle properly prepared for movement:
- shipping configuration
- fuel levels
- secured secondary loads
- shackles
- purging requirements

FORSCOM/ARNG Regulation 55-1

- flags
- convoy signs
- highway warning kits
- first aid kits
- convoy speeds

ANNEX N - Rail Requirements (Included only for those units that rail movement is projected)

Appendix 1 - Security Guard SOP

Appendix 2 - Load Team SOP

Appendix 3 - Documentation and procedures for rail loaded equipment which includes as a minimum:

(See Annex W)

- Rail Load Plan
- AUEL must reflect "K" in the MPE column for mode of transport to SPOE
- If distance to SPOE is less than 400 miles, equipment being shipped by rail must be nonroadable
- Distance to travel to SPOE must be more than a one day (400 miles) road march
- load teams assigned and trained
- Duty Appointment Memorandum
- Training validated
- Vehicle properly prepared for movement:
 - Shipping configuration
 - Fuel levels
 - Secondary loads secured
 - Shackles
 - Markings (UIC and SUN)
 - MSLs
 - Purging requirements
 - First aid kits
- If hazardous material is part of the load:
 - Vehicle placarded, if required

ANNEX O - Commercial Movement Requirements

Appendix 1 - Packing List (DD Form 1750) - See ANNEX W

Appendix 2 - FORSCOM Form 285-1-R

Distance to travel to MS/SPOE must be more than a one day (400 miles) road march

If distance to MS/SPOE is less than 400 miles, equipment must be nonroadable

ANNEX P - Facilities/Equipment (Facilities enroute and equipment requirements for loading/unloading at HS/MS)

ANNEX Q - Points of Contact Listing

ANNEX R - Safety

Motor Vehicle Operations

Convoy Operations

Rail Load Operations

Air Load Operations

Accident/Injury Prevention

Ammunition and Explosives/POL Safety

Prevention of Carbon Monoxide Poisoning

Senior Vehicle Occupant Responsibilities

ANNEX S - N Hour Sequence (See sample at Figure H-2 and H-3)

Annex identifies and schedules movement tasks

ANNEX T - Plan Coordination Documentation

Documentation requiring action from another command or agency, Intermediate Headquarters, and local agencies/businesses

OPLAN Information - Location and Procedures

ANNEX U - Appointment Memorandums and Training Certificates and/or Verifications

ANNEX V - Plan Approval

Plans will be validated and approved by the chain of command (i.e., battalion/brigade/division/installation). The plan(s) will be sent through the chain of command BEFORE submitting to the installation UMC/USAR MSC/STARC DMC for final approval.

ANNEX W - Unit Movement Data - It is not necessary to forward this annex for approval unless required by approving authority.

Appendix 1 -

AUEL printout -- cross matches with DD Form 1750 and FORSCOM Form 285-R using shipment unit number. AUELS will be reviewed annually by the installation UMC for AC, MSC for USAR, and STARC DMC for ARNG.

Vehicle Load Card (FORSCOM Form 285-R) -- cross matches with AUEL and packing list using SUN sequence.

Appendix 2 - Packing List (DD Form 1750) for air, rail, convoy and commercial movement -- cross matches with AUEL and FORSCOM Form 285-R using SUN sequence.

CONVOY COMMANDER'S CHECKLIST (FORSCOM REG 55-1)		
	Yes	No
1. HAS A RECONNAISSANCE OF THE APPROVED ROUTE BEEN MADE AND A SIRP MAP PREPARED?		
2. HAVE OVERWEIGHT, OVERSIZE, OR EXCEPTIONALLY SLOW VEHICLES BEEN IDENTIFIED AND PROVISIONS MADE FOR THEIR MOVEMENT?		
3. IS A LISTING OF CONTACTS, EITHER TELEPHONE NUMBERS OR ADDRESSES, AVAILABLE ALONG THE ROUTE IN CASE OF INCIDENT OR ACCIDENT?		
4. ARE SPECIFIC PROVISIONS MADE TO PRECLUDE THE CARRYING OF PASSENGERS IN THE LAST VEHICLE OF AN ELEMENT?		
5. ARE CONVOY IDENTIFYING SIGNS AVAILABLE AND IN GOOD REPAIR?		
6. ARE TRUCKS THAT ARE TO CARRY PERSONNEL EQUIPPED WITH FIRST AID KITS?		
7. DO VEHICLES THAT ARE REQUIRED TO OPERATE AT NIGHT HAVE THE "L" SHAPED REFLECTIVE SYMBOL IN THE LOWER LEFT CORNER OF TAILGATE?		
8. ARE FLAGS (BLUE FOR LEAD VEHICLE, GREEN FOR TAIL VEHICLE AND BLACK AND WHITE FOR THE CONVOY COMMANDER) AVAILABLE AND IN GOOD ORDER?		
9. DOES EACH VEHICLE OF THE PROPOSED CONVOY CONTAIN A BASIC HIGHWAY WARNING KIT APPROPRIATE FOR THE VEHICLE?		
DO VEHICLES TRANSPORTING COMPRESSED GASES, EXPLOSIVES OR FLAMMABLES HAVE FLASHING LANTERNS IN lieu OF FLARES OR FLUDES?		
HAVE HAZARDOUS MATERIALS (HAZMAT) BEEN PACKED, MARKED AND PLACARDED ACCORDING TO LAW AND REGULATION?		
HAVE THE PACKING, MARKING AND PLACARDING OF HAZMAT ITEMS BEEN CERTIFIED BY A PROPERLY TRAINED INDIVIDUAL?		
10. HAVE PROVISIONS BEEN MADE TO PAY FOR TOLL ROADS, BRIDGES, ETC?		
11. HAVE POSSIBLE REST STOPS OR BREAK AREAS ALONG THE ROUTE BEEN IDENTIFIED ON SIRP MAPS?		
12. IS A COMPREHENSIVE CHECKLIST FOR THE CONVOY AVAILABLE?		
13. HAVE PROVISIONS BEEN MADE FOR INOPERABLE VEHICLE RECOVERY?		
14. HAS THE START POINT BEEN IDENTIFIED?		
HAS THE RELEASE POINT BEEN IDENTIFIED?		
15. HAS THE CONVOY MOVEMENT ORDER BEEN REVIEWED TO DETERMINE THE ROUTE?		
16. CAN BRIDGES AND DERIES SAFELY ACCOMMODATE ALL LOADED OR TRACED VEHICLES?		
17. ARE CRITICAL POINTS KNOWN AND LISTED ON SIRP MAPS?		
18. HAS THE SIZE OF MARCH UNITS BEEN DETERMINED?		
19. HAS THE RATE OF MARCH ON THE CONVOY MOVEMENT ORDER BEEN VERIFIED?		
20. HAS THE VEHICLE INTERVAL ON OPEN ROAD BEEN DETERMINED?		
IN BUILDUP AREAS?		
AT HUI?		
21. HAS THE TYPE OF COLUMN BEEN DETERMINED?		
22. HAVE PROVISIONS BEEN MADE FOR REFUELING, IF REQUIRED?		
23. HAS A SUITABLE BIVOUAC SITE BEEN SELECTED, IF REQUIRED?		
24. HAVE CONVOY CLEARANCES BEEN OBTAINED IN THE PROPER TIME FRAME?		
25. IS ESCORT REQUIRED AND HAS IT BEEN REQUESTED?		
26. ARE SPARE TRUCKS AVAILABLE FOR EMERGENCIES?		
27. ARE VEHICLES FULLY SERVICED, CLEAN, AND READY FOR LOADING?		
28. IS LOAD PROPER NEAT, AND BALANCED?		
29. ARE DRIVERS PROPERLY BRIEFED?		
BY RESPONSIBLE INDIVIDUALS?		
IN THE CORRECT TIME FRAME?		
30. IS THE CONVOY MARKED FRONT AND REAR OF EACH MARCH UNIT?		
31. ARE GUIDES IN PLACE?		
32. ARE BLACKOUT LIGHTS FUNCTIONING?		
33. ARE MAINTENANCE SERVICES ALERTED?		
34. IS MAINTENANCE TRUCK IN REAR?		
ARE MEDICS IN REAR?		
IS THERE A PLAN FOR CASUALTIES?		
35. ARE ALL INTERESTED PARTIES ADVISED OF ETA?		

FORSCOM Form 285-2-R, 1 Mar 93

EDITION OF APR 82 MAY BE USED.

8-1/2X11

Figure H-1. Convoy Commander's Checklist

	YES	NO
36. IS OFFICER AT REAR OF CONVOY READY TO TAKE NECESSARY CORRECTIVE ACTION SUCH AS INVESTIGATING ACCIDENTS, UNUSUAL INCIDENTS, AND CHANGING LOADS?		
HAS A TRAIL OFFICER BEEN IDENTIFIED?		
37. IS THERE A PERSONNEL/CARGO LOADING PLAN?		
38. IS THERE A PERSONNEL/CARGO UNLOADING PLAN?		
39. HAS A PLAN BEEN MADE FOR FEEDING PERSONNEL?		
40. HAS TIME BEEN ESTABLISHED FOR FORMATION OF CONVOY?		
41. HAS TIME BEEN ESTABLISHED FOR RELEASING TRUCKS?		
42. IS A WRITTEN OPERATION ORDER ON HAND, IF REQUIRED?		
43. WILL A LOG OF ROAD MOVEMENT BE REQUIRED AT END OF TRIP?		
44. HAS WEATHER FORECAST BEEN OBTAINED?		
45. DO ALL PERSONNEL HAVE PROPER CLOTHING AND EQUIPMENT?		
46. IS THERE A COMMUNICATIONS PLAN?		
47. ARE PERSONNEL PROHIBITED FROM RIDING IN THE CARGO COMPARTMENTS OF VEHICLES TRANSPORTING AMMUNITION?		
48. ARE DRIVERS OF AMMUNITION BRIEFED ON ACCIDENT EMERGENCY RESPONSE PROCEDURES AND THE REQUIRED WITHDRAWAL DISTANCES IN THE EVENT OF A FIRE? (DD FORM 836, SPECIAL INSTRUCTIONS FOR MOTOR VEHICLE DRIVERS)		
49. ARE THE MARKING AREAS FOR AMMUNITION OR EXPLOSIVE LADEN VEHICLES SEPARATED FROM UNRELATED PERSONNEL, EQUIPMENT, AND FACILITIES BY THE APPROPRIATE DISTANCE?		
REMARKS		
SAMPLE		

Reverse of FORSCOM Form 285-2-R

2

Figure H-1. Convoy Commander's Checklist (Continued)

FORSCOM/ARNG Regulation 55-1

<u>HOUR/TIME</u>	<u>EVENT</u>	<u>HOUR/TIME</u>	<u>EVENT</u>
N Hour	Notification of alert		Unit/battalion liaison officers (LNOs) appointed. Unit LNO must receive update movement data from the UMO prior to departure of brigade LNO for POE.
N+1	Battalion EOC activated		
N+3	Battalion IC-UMO establishes coordination with installation transportation office S-3 issues operations order		UMO/IC-UMO attends installation movement conference. Submits updated AUEL and other applicable documents (i.e., FORSCOM Form 285-1-R, 463L pallet requests, DA Form 4283, additional transportation/equipment requirements, etc.).
	Review/update of required documents:		
	- DD Forms 1265 and 1266		
	- COMPASS movement data		
	- Vehicle Load Plans (FORSCOM Form 285-R)		Formation of loading/documentation teams
	- Request for Commercial Transportation (FORSCOM Form 285-1-R)		
	- BBPCT Requirements (requisitions and/or DA Form 4285)	N+7	Loading/marketing/inspection of vehicles begins
	- Packing lists (DD Form 1750)		
	Assessment of additional vehicles (i.e., TMP, etc.)	N+9	Convoy commanders report to corps/brigade for predeployment briefing (if required)
	Equipment requirements (i.e., banding machines, forklifts, etc.)	N+11	Loading/marketing inspection of advance party vehicles completed
N+6	UMO prepares list of the unit's non-deploying equipment and submits to battalion S-4 NLT N+7	N+12	Advance party departs
	Formation of advance party commences. Convoy element commanders appointed.		Loading/marketing/inspection of main convoy vehicles completed
		N+14	Commercial flatbeds report
		N+16	Commercial flatbeds depart
		N+18	Convoy departs
		N+21	TMP buses arrive
		N+22	TMP buses depart

Figure H-2. Sample N-Hour Sequence for Deployment Movement Plan

HOUR/TIME EVENT**PHASE II:**
ALERT

Receive Alert Notification
 Authenticate Alert Notification
 Coordinate execution of Retrieval Plan
 Determine status of vehicle/equipment availability
 Determine POL requirements
 Coordinate for MHE
 Review unit movement plan (UMP) and update UMD for AUEL
 Dispatch Retrieval Team
 Confirm gate/arrival time and coordinate Request for Convoy Clearance
 Confirm commercial transportation requirements and pickup times
 Verify BBPCT requirements
 ID Advance Party vehicles by bumper number
 ID Advance Party personnel by name
 Request DOTD Oversize/overweight Permits
 Procure BBPCT
 Retrieval Team returns

PHASE III:
HOME STATION AND MOVE TO MOBILIZATION STATION**DAY 1**

N+5 Execute N-Hour Sequence
 Mobilization Briefings conducted
 N+7 2d Plt conducts Inventory/Packing of
 Plt equipment
 N+9 Dispatch vehicles
 Begin PMCS
 N+9-N+11 1st Plt conducts Inventory/Packing
 of Plt equipment
 N+11-N+13 3d Plt/HQ Sec conducts Inventory/
 Packing of Plt/HQ sec equipment
 N+13-N+15 Conduct PMCS of vehicles
 Prepare HS track vehicles for
 commercial pickup
 N+15-N+17 Stage vehicles for loading

DAY 2/DAY 3

N+25-N+70 Validate Load Plans
 Load Vehicles/Check Loads
 N+30 Stage/brief Advance Party
 N+31 Dispatch Advance Party
 N+70-N+72 Load commercial vehicles

DAY 4

N+78 Assemble drivers
 N+79-N+80 Stage convoy vehicles
 N+81 Drivers Safety Briefing
 N+81.5 Dispatch convoy/Execute CMO
 N+82 Commercial buses arrive
 N+83 Load commercial buses
 N+83.5 Commercial buses depart
 N+85 Convoy closes at MS RP
 N+86 Commercial buses arrive at MS

Figure H-3. Sample N-Hour Sequence for Mobilization Movement Plan

Appendix I

Unit Movement Coordinator

I-1. Introduction

This Appendix presents an overview of the duties and functions of the UMC. In addition, it provides the commander guidance and criteria for selecting the UMC.

I-2. Selecting the UMC

The UMC is generally tasked to work in the logistics area of a command. Although staff organizations vary from installation to installation, the UMC will normally supervise the Unit Movement Section within the ITO. In a RSC, the UMC will probably work for the G-4. It is important that the UMC work closely with unit and installation planners and the with the personnel and freight sections within the ITO.

I-3. Security Clearance

The UMC must be cleared for classified material. Normally, a minimum clearance of SECRET is sufficient. Some planning will be based upon the classified OPLANS that support various mobilization /deployment contingencies.

I-4. Retainability

The UMC is the primary point of contact for coordination between the deploying unit, the installation and other commands for overall transportation support. The UMC's expertise is a critical factor in the successful execution of mobilization and deployment movements. UMCs should have at least 2 years of retainability.

I-5. Background

The UMC must be aware of support requirements and must be alert for other logistical shortfalls. The UMC must consider not just the transportation aspects of a move, but facilities, services, resupply, and maintenance to support the unit enroute. The Defense Transportation System (DTS) is becoming increasingly automated. The UMC should be versed in automation techniques. However, the most critical background that must be considered for the UMC is transportation.

I-6. Responsibilities

a. UMC actions determine the unit's ability to support mobilization and deployment effectively. Appendix A contains a list of reference publications.

b. The UMC should establish contact with the Power Projection Logistics Division in DCSLOG, AFLG-P2L-T, DSN 367-7001/Cml (404) 464-7001, and the COMPASS Section for UMD in DCSOPS, DSN 367-5302/AC (404) 464-5302.

c. The UMC --

(1) Is the single point of contact between the command and the DTS, on an action officer level, for unit moves.

(2) May be required to investigate and provide recommendations on almost any aspect of unit moves, including --

(a) Staffing and development of new concepts and policy.

(b) Acquisition, correlation, and analysis of information on common movement characteristics. Examples are determining or validating transportation engineering data and relationships between moving units.

(c) Submitting and retrieving information from automated information agencies.

(3) Reviewing, approving, and maintaining on file transportation documentation from the unit movement plans for the command.

(4) Compiling movement information to provide FORSCOM and other commands.

(5) Preparing unit movement guidance, directives, and taskings for publication.

(6) Training subordinate units in movement planning requirements.

(7) Coordinating movement and related requirements with other commands, to ensure that the unit can move with ease and minimum problems.

(8) Developing mobilization, deployment, reception, support, and clearance plans for transportation logistics.

(9) Maintaining accountability of military containers and 463L pallets and nets for the command (installation UMC).

(10) Representing the installation/RSC/DRU as the transportation point of contact for unit moves.

I-7. Movement Coordination

a. Transportation office. The transportation office is the point of contact for commercial cargo and personnel movements. Prior coordination on every possible move is the only way to ensure the

capabilities of these sections will not be overwhelmed when a movement occurs.

b. Facilities engineer. At most installations, the facilities engineer is the support activity point of contact on the availability of blocking, bracing, packing, crating, and tiedown material availability. Requirements must be coordinated to ensure that materials are available upon execution.

c. State Department of Transportation (DOT), law enforcement agencies, and other commands. When the unit movement plan calls for a convoy, coordination must be made with each Department of Transportation, law enforcement agency, and other command that would have potential concurrent use or governing authority of the highway. The unit is not authorized direct communication with these agencies. The unit must go through the UMC/DMC who will do the necessary coordination before convoy clearances and special hauling permits are issued.

d. Adjacent and lateral commands. There must be coordination when a unit is traversing another command's area of responsibility, regardless of the mode of transportation. This coordination may include only a notification that the move is anticipated. Commercial and organic moves require equal attention.

e. Higher commands. Higher commands develop movement policy, with UMC support, so that sound traffic management principles apply to units on the move. UMC are encouraged to seek assistance of explanations by telephone as needed.

I-8. The Installation Organization

a. The UMC is the command technical movements expert and will be called upon to give advice to those in both superior and subordinate positions. When reviewing plans, the UMC must ensure that all aspects of logistics have been addressed and the plan is designed to meet the needs of the unit. The UMC must take a realistic approach to challenges of the move. Automation technology has increased the amount of information available.

b. One of the elements of the movement organization may be the container control section. DoD Reg 4500.9-R-1, VOL I gives requirements for reporting, maintaining, and accounting for containers. The UMC will determine the number and types and staff accordingly, to meet these requirements.

c. The UMC may be responsible for managing installation war reserve 463L pallets and nets. DoD Reg 4500.9-R-1, VOL II provides the necessary regulatory guidance.

d. The UMC may operate or provide a D/AACG or PSA for exercises and contingencies. The UMC must ensure that personnel/equipment authorization documents support staffing requirements and that a cell of qualified people are on hand to oversee the transition from peace to war.

e. The UMC may have a highway regulatory and coordinating element. This element is tasked to oversee coordination for use of the highways. Under normal circumstances, few are involved in this operation; however, during crisis periods, this task will expand and manpower requirements increase.

f. The UMC must maintain liaison with many elements within the DTS. The elements tasked, their training to perform the missions, and the availability of equipment to support the mission, are the primary concerns of the UMC.

Appendix J

Air Transportability Certification/Waiver

J-1. Air Transportability Certification/Waiver Procedures

a. Military Traffic Management Command Transportation Engineering Agency (MTMCTEA) is the Army central focal point for obtaining a one time air transport certification/waiver.

b. Units that have a valid requirement to have equipment airlifted that is not listed in TB 55-46-1, as being certified as air transportable aboard military aircraft, may request a certification or waiver to load the equipment aboard military aircraft.

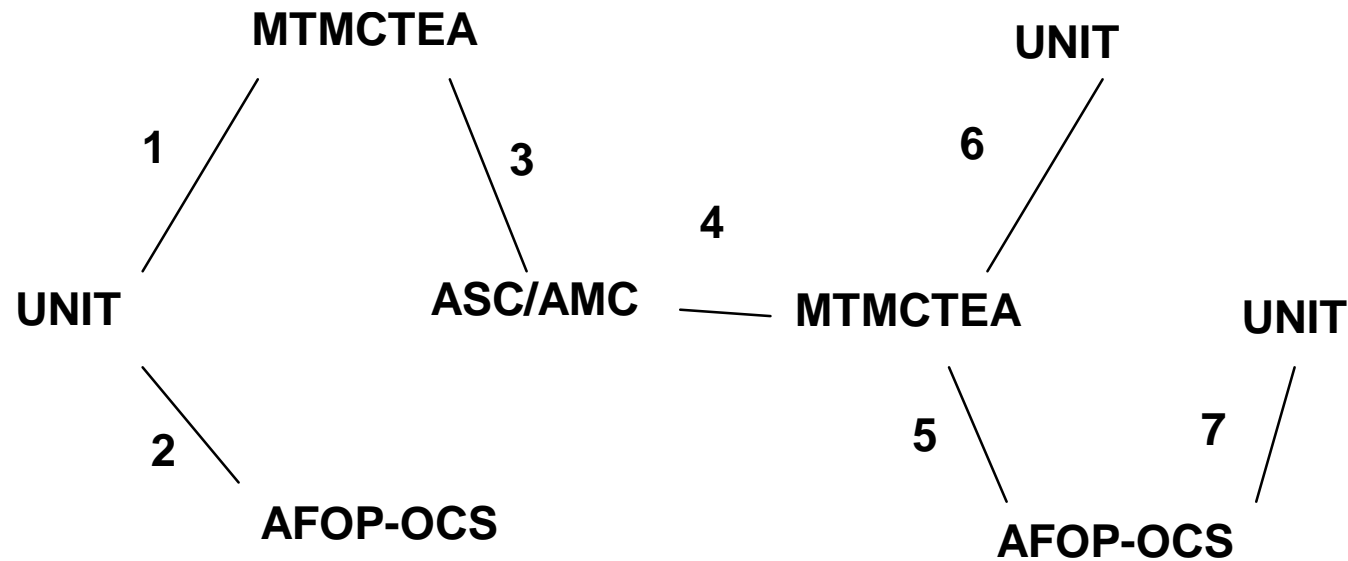
c. The request will state why the equipment must be airlifted, shipping configuration, Line Item Number (LIN), nomenclature, dimensions, weights, any modifications that have been made to the

equipment and type of aircraft the item of equipment is to be loaded aboard. A weight ticket and photograph of the equipment should be forwarded with the request.

d. Request will be forwarded through channels, STARC, RSC/DRU or installation, as appropriate, to Director, MTMCTEA, ATTN: MTTE-SID, 720 Thimble Shoals Blvd., Suite 130, Newport News, VA 23606-2574. An information copy should be furnished to Commander, FORSCOM, ATTN: AFLG-P2L-T, 1777 Hardee Ave., Fort McPherson, GA 30330-1062.

J-2. Coordination

MTMCTEA will coordinate with Aeronautical Systems Center (ASC) or AMC to obtain a certification/waiver. Figure J-1 illustrates the flow of a request for waiver.



1. DMC/UMC RECEIVES UNIT REQUEST FOR CERTIFICATION/WAIVER AND FORWARDS TO MTMCTEA.
2. DMC/UMC UNIT PROVIDES INFORMATION COPY TO COMMANDER FORSCOM (AFOP-OCS).
3. MTMCTEA COORDINATES WITH HQ AERONAUTICAL SYSTEMS CENTER/AMC TO OBTAIN CERTIFICATION/WAIVER.
4. ASC/AMC REVIEWS REQUEST AND APPROVES/DISAPPROVES. APPROVAL/DISAPPROVAL IS SENT TO MTMCTEA.
5. MTMCTEA FORWARDS INFORMATION COPY TO COMMANDER FORSCOM ATTN: AFOP-OCS.
6. MTMCTEA NOTIFIES UNIT OF APPROVAL/DISAPPROVAL.
7. AFOP-OCS WILL NOTIFY ALL OTHER FORSCOM UNITS WHEN CERTIFICATION/WAIVER IS GRANTED.

Figure J-1. Air Transportability/Waiver Procedures

Appendix K

Mobilization/Deployment Training Movement

K-1 Introduction

In addition to ensuring that all personnel are trained and prepared for deployment, the unit commander must ensure that certain key persons or elements in the unit are properly trained to carry out their special deployment duties. The following paragraphs list the persons or elements that require special training, the key skills they require, and locations where formal training is available. The commander can arrange and conduct his own training. Training exercises may range from a brigade EDRE to testing the loading of the planned cargo for a unit's mess truck.

K-2. Unit Movement Officer

a. In each unit, a UMO and alternate will be appointed in writing. These persons will be trained in a school or by the unit (on-the-job training) and be thoroughly familiar with the following:

(1) Required references in Appendix A. This means being able to use these references to plan, organize and execute a move by all modes - air, rail, convoy, commercial truck and by sea.

(2) UMO responsibilities and those of other movement personnel in the unit.

(3) Movement of hazardous materials peculiar to the unit; however, the UMO should not be the certifying official for the unit.

(4) Procedures and documents for requesting commercial transportation.

(5) AUEL/DEL reporting requirements.

(6) Internal vehicle load planning.

(7) BBPCT for unit equipment.

(8) Palletization/Containerization requirements for unit equipment.

(7) Radio Frequency (RF) tag requirements.

(9) Hands-on practical knowledge to ensure execution of the movement plan, i.e., palletizing cargo on a 463L pallet, tying down vehicles on a rail car, and securing internal loads in vehicles.

(10) Unit equipment preparation and documentation for all modes of transportation. However, he should not be the certifying official for unit air load plans.

b. Ensuring the UMO is trained is the responsibility of the commander. Providing UMO training is the responsibility of the IC-UMO,

installation/RSC/MUSARC UMC, and the STARC DMC. To assist in that training, formal resident and nonresident UMO courses are available.

(1) Formal training for UMOs in unit deployment is available through the US Army Transportation School, Deployment and Deployment Systems Department (DDSD), Fort Eustis, VA. The DDSD offers three resident courses: The Air Deployment Planning Course AMC Certified (three weeks), the Unit Movement Officer Deployment Planning Course (two weeks) and the TC ACCIS Course (one week). The Mobilization and Deployment Planning Course (two weeks) and the Strategic Deployment Planning Course (two weeks) are offered to train IC-UMOs. Also local training can be provided by requesting a mobile training team from Fort Eustis or by requesting a Program of Instruction (POI) developed by the Transportation School for units to provide their own UMO training. To obtain information on course offerings, mobile training teams, POIs, and related doctrine, send correspondence to US Army Transportation School, Deployment and Deployment Systems Department, ATTN: ATSP-TDD, Fort Eustis, VA 23604-5363, or call DSN 927-2039 or commercial 757/878-2039.

(2) A Unit Movement Officer Course (UMOC) is available at the U.S. Army Reserve Readiness Training Center, ATTN: AFRC-RTC-MM, 50 South "O" Street, Fort McCoy, WI 54656-5137. For further information on this resident course, contact ARRTC at DSN 280-7265 or commercial 800/982-3585, ext. 7265.

(3) Other possible sources of training are correspondence courses and training workshops provided by CONUSAs, STARCs, RSCs, installations, and TSBs.

K-3. Unit Loading Teams

a. Each unit will have an appropriate number of personnel trained in vehicle preparation and aircraft and rail loading and unloading techniques. Training can be arranged through SI/MS UMCs utilizing installation personnel, DSBs and USAR rail units. This training will include the following:

(1) Activating vehicle load plans.

(2) Preparing vehicles for shipment: purging; protecting fragile components such as windshields and mirrors, and weighing and marking for air and rail modes.

(3) Tiedown procedures for aircraft and railcars.

(4) Loading and unloading unit vehicles on aircraft and railcars. Training should include using standard hand signals.

(5) Palletizing cargo on the 463L Cargo System.

b. Unit load team composition will be tailored based on type and quantity of equipment (size of deploying force) and time available for loading. The following general guidelines are provided for planning purposes:

(1) For rail movement, a well-trained team of five operators, using prefabricated tiedown devices can complete loading and lashing of loads on a railway flatcar in approximately 15 minutes. Units are normally provided 72 hours for loading once the cars are spotted.

(2) For air movement, a six person team can load and tiedown equipment efficiently. AMC offers the Equipment Preparation Course to units aligned under the AMC Affiliation Program. Unfortunately, load training is currently limited in this course because aircraft are seldom available. With limited training opportunities available, teams may have to be trained by the loadmaster at the beginning of a deployment on the initial mission aircraft being loaded.

K-4. Hazardous Cargo Certifying Official

a. All personnel involved with the preparation and shipment of hazardous materials for commercial or military transportation must receive training in accordance with 49 CFR 172.700 through 172.704 and DoD component regulations. Improper procedures could result in loss of life or equipment or, at a minimum, frustrated cargo. Each unit (company/detachment level) requires at least one person who is trained to certify hazardous cargo.

b. Hazardous cargo certifiers must be trained at a DoD approved school on applicable regulations for all modes within the past 24 months. Personnel must receive refresher training every two years in order to continue to certify shipments of hazardous materials for transportation. They can certify documentation for all modes of shipment to include commercial and military truck, rail, sea, and air. This individual must also be designated in writing by the commanding officer or supervisor. This designation must include the scope of the individual's authority. This individual will be responsible for ensuring the shipment is properly prepared, packaged, labeled, marked, and placarded. The certifier must personally inspect the item being shipped before signing the HAZMAT documentation.

c. Technical Specialist are trained by HAZMAT certifiers (See para K-4b). They must have received their training within the past 24 months and are only authorized to certify in their specialty for

hazards shipped by DoD-owned and controlled aircraft (See TM 38-250, Attachment 25) and by surface (See DoD Reg 4500.9-R, Part II). The individual must be designated in writing by the commander (O-6 or above). This designation must include the scope of the individual's authority. This individual will be responsible for ensuring the shipment is properly prepared, packaged, and marked and must personally inspect the item being certified. The individual also signs the HAZMAT documentation.

***NOTE:** Technical specialist are not authorized to sign Government Bills of Lading (GBL) or to certify HAZMAT shipped by commercial scheduled air.*

d. Courses available are listed below. While any of the following courses satisfies minimum training requirements, supervisors should consult DoD Catalog 5010.16C, Defense Management Education and Training (DMET), to select the most appropriate course for the individual concerned.

(1) Technical Transportation of Hazardous Materials (AMMO-L-17, Resident or AMMO-L-17-0S On Site), Defense Ammunition Center, McAlester, OK 74501-9053. This course is also available at Ft Hood, TX.

(2) Defense Packaging of Hazardous Materials for Transportation, 8B-F7(JT), Resident and On Site, School of Military Packaging Technology (SMPT), Aberdeen Proving Ground, MD 21005-5001.

(3) Transportation of Hazardous Materials (L3AZR2T000 005, Resident or L4AZT2T000 005, On Site) Lackland AFB, TX 78236-5427.

(4) Transportation of Hazardous Materials (A-822-0012), Naval Supply Course School, Athens, GA 30606-5520.

(5) Installation Traffic Management of Hazardous Materials (Initial) (DACS AMMO-77) (Resident) Defense Ammunition Center, McAlester, OK 74501-9053.

(6) Transport of Hazardous Materials, 101st Airborne Division (Air Assault), Strategic Deployability School, Ft Campbell, Kentucky.

***NOTE:** Currently Ft Campbell provides only technical specialist certification training, but has requested DA approval to provide full certification training.*

(7) Additional sources may be available to meet limited needs. Contact MTMC/MTOP-OPS for information on approved schools available from Federal agencies, approved universities/colleges, and commercial firms.

e. Personnel who have previously successfully completed one of the courses specified in C above

can satisfy the formal 24-month refresher training requirement by completing either:

(1) Defense (Refresher) Packaging of Hazardous Materials for Transportation, 8B-F35 (JT), Resident and On Site, School of Military Packaging Technology (SMPT), Aberdeen Proving Ground, MD 21005-5001.

(2) General Transportation of Hazardous Materials (Ammo-L-16, Resident or Ammo-L-16-0S) On Site, Defense Ammunition Center, McAlester, OK 74501-9053.

(3) Airlift of Hazardous Materials (Refresher) (L6AZS2T000 001, Local training approved by the Air Force), Lackland AFB, TX 78236-5427.

(4) Transportation of Hazardous Materials Recertification (A-822-001), Naval Supply Course School, Athens, GA 30606-5520.

K-5. Hazardous Cargo Handlers, Packers, and Vehicle Drivers

a. HAZMAT training is required for personnel who perform the following tasks:

- (1) Package HAZMAT
- (2) Mark or label packages containing HAZMAT
- (3) Prepare shipping papers for HAZMAT
- (4) Offer or accept HAZMAT for transportation
- (5) Handle HAZMAT
- (6) Mark or placard transport vehicles and bulk packages
- (7) Operate or crew transport vehicles, aircraft, or vessels carrying HAZMAT

b. Training instruction can be locally produced and tailored to meet the needs of the installation/unit based on the tasks performed. It is also available through contractors, commercial training kits, and through the schools listed in paragraph K-4d. Training includes the following areas:

- (1) General awareness/familiarization training - awareness of the regulations/general discussion of hazard requirements
- (2) Function specific training - knowledge, skills, and abilities for an individual's job function
- (3) Safety training:
 - (a) Emergency response information
 - (b) Measures to protect the individual from work related contact with HAZMAT
 - (c) Methods and procedures for avoiding HAZMAT accidents
 - (d) OSHA or EPA training to comply with the hazard

(4) Drivers training - safe operation of the vehicle and applicable requirements of safety regulations

c. Personnel must be trained and pass a written test at least once every three years. A record of training and testing must be kept on file as outlined in 49 CFR. HAZMAT training received by drivers must also be documented on driver's license, OF 346 (U.S. Government Motor Vehicle Operator's Identification Card), and on DA Form 348 (Equipment Operator's Qualification Record) IAW AR 600-55, The Army Driver and Operator Standardization Program, (Selection, Training, Testing, and Licensing).

K-6. Air Load Planners

a. AMC offers an Airlift Planners Course to those units aligned under the AMC Affiliation Program. This course is designed to train personnel in the planning and execution of airlift operations. After completing the course, the individual is authorized to sign the aircraft load plan. Attendees should be in grade E-5 or higher. Requests to participate in the Affiliation Program should be initiated by the unit commander and sent through command channels to HQ FORSCOM, ATTN: AFOP-TI, 1777 Hardee Ave., Ft McPherson, GA 30330-1062.

b. Other schools authorized teach air load planning are as follows:

- (1) US Army Transportation School, Air Deployment Planning Course, Ft Eustis, Virginia.
- (2) 82d Airborne Division, Advanced Airborne School, Ft Bragg, North Carolina.
- (3) 101st Airborne Division (Air Assault), Strategic Deployability School, Ft Campbell, Kentucky.

K-7. Emergency Deployment Readiness Exercise/ Sealift Emergency Deployment Readiness Exercise

An EDRE/SEDRE is an event designed to exercise the movement plans of a unit or higher command level to deploy to an overseas theater of operations. All deployable units normally participate in an EDRE/SEDRE annually. If executed realistically, an EDRE/SEDRE can be one of the most valuable training tools and evaluation processes that commanders at all levels have to determine their strengths and weaknesses in a deployment. An EDRE/SEDRE can be conducted at the company level or higher

K-8. Army Prepositioned Stock (APS) Draw Teams

APS provides equipment and supplies strategically prepositioned worldwide to meet the increase in military requirements in times of crisis.

Upon request, APS training is available on-site conducted by a FORSCOM Mobile Training Team.

The instruction provides a detailed presentation on each APS program to include responsibilities of the unit teams drawing stocks. A consolidated listing of APS stockpile inventories are available on CD-ROM. Requests for training or CD-ROMs should be sent to HQ FORSCOM, ATTN: AFLG-P2L-P&O (ABS), 1777 Hardee Ave SW, Fort McPherson, GA 30330-1062.

Appendix L

Containerization

L-1. General

This Appendix defines responsibilities, policies and procedures for the FORSCOM Containerization Program. The goal for containerization is to maximize the use of available strategic sealift, provide for unit integrity and improve closure time for unit equipment, vehicles and resupply. As a major user of intermodal systems and owner of American National Standards Institute/International Organization for Standardization (ANSI/ISO) containers, FORSCOM must ensure the efficient and effective management and use of these assets within the DoD container system. The intent is to unify and synchronize FORSCOM's containerization efforts. FORSCOM's containerization policy provides the means for implementing an origin-to-destination container system for deployment of Unit Equipment (UE) and accompanying supplies in peace and war.

L-2. Scope

This appendix applies to 20 and 40 foot common-use and unit-owned ISO containers, and Equipment Deployment and Storage System (EDSS) containers. Equipment not covered in this appendix is 463L pallets. Appendix E of this regulation provides policies and procedures concerning 463L pallets.

L-3. Definitions

a. Containers are defined as transport equipment with the following characteristics:

(1) Of a permanent character; strong enough to be suitable for repeated use.

(2) Multimodal; designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading.

(3) Designed to be secured and/or readily handled.

b. Containers are categorized by physical characteristics and ownership/control as follows:

(1) EDSS are unit-owned containers. The Quadruple container (QUADCON) is primarily used for surface/sea deployments. Each module is an ISO container can be shipped separately or four locked together to form one 20 foot container. The Airlift/Helicopter Slingable Intermodal Shipping Unit (ISU) are 463L compatible and normally used for air movement. These containers are available in heights of 60 and 90 inches.

(2) Common-use ISO containers are defined as follows --

1 DoD containers are 20 and 40 foot containers, owned or leased by MTMC. They may be maintained at the installation by the ITO to meet unit exercise and contingency deployments. Containerized Ammunition Distribution System (CADS) containers used for shipping ammunition are included in this category.

2 FORSCOM-owned containers are 20 and 40 foot containers, FORSCOM-owned and installation managed. These containers are positioned at installations for exercise and contingency deployments. FORSCOM-owned non-tactical refrigerated containers are included in this category. To ensure property accountability, these containers will be placed on the installation property book. Installations will not release or hand receipt these containers to the units until time of deployment.

(3) ASMP ISO containers are 20 foot DoD containers prepositioned at specific PPP installations for deployments by DRB units. These containers are owned by DA and managed by the installation. To ensure property accountability, these containers will be placed on the installation property book and the containers will be maintained in a central location. Installations will not release or hand receipt these containers to the units until time of deployment.

(4) Unit-owned ISO containers are 20 and 40 foot containers owned by the unit. MTOE special purpose/tactical shelters such as Deployable Medical Systems are included in this category.

L-4. Policy

a. Management. FORSCOM DCSLOG oversees the FORSCOM-owned 20 and 40 foot

container fleet in order to ensure fiscal efficiency and operational prioritization. FORSCOM gives installations responsibility for managing FORSCOM-owned 20 and 40 foot containers. The ASMP 20 foot containers are managed by HQ DA, DCSLOG. Requests for uses other than DRB deployments must be submitted through FORSCOM, DCSLOG, ATTN: AFLG-P2L-T for approval by HQ DA. EDSS containers are unit-owned and managed with oversight by the Corps.

b. Utilization. Twenty foot ISO and EDSS containers are the FORSCOM standard for deployment of UE and accompanying supplies into a theater. EDSS containers are loaded on organic vehicles or in pallet positions on aircraft for strategic and tactical deployment. Additional equipment and supplies which cannot be loaded on vehicles or placed in the nested EDSS containers will be stuffed into 20 foot ISO common-use containers for strategic surface deployment. If ISU containers are used for sea movement, they must be moved as secondary loads. DA policy prohibits sensitive items from being shipped in ISU containers for surface/sea movement. The ASMP 20 foot containers will only be used to deploy divisions with DRB missions. Common-use and ASMP containers will move to CINC-designated unit areas in theater to be unstuffed and returned to the DTS to meet follow-on strategic mobility requirements.

L-5. Responsibilities

a. FORSCOM, Deputy Chief of Staff for Logistics (DCSLOG) will--

(1) Manage and control FORSCOM-owned 20 ft and 40 ft containers to installation level. Provide guidance, policies and procedures to installations on the disposition.

(2) Provide policies and procedures for the management of unit-owned containers (ISUs and QUADCONs).

(3) Coordinate with the MTMC Joint Traffic Management Office (JTMO) for additional 20 ft containers required for contingency operations.

(4) Coordinate with HQ DA, DALO-TSM and corps for acquisition of 20 ft and EDSS containers using ASMP funds.

(5) Manage and control FORSCOM-owned military refrigerated containers.

(6) Coordinate management of CADS containers with MTMC JTMO.

(7) Program and fund second destination costs for movement of containers within CONUS.

b. Installations will --

(1) Ensure property accountability of FORSCOM-owned 20 ft and 40 ft containers by placing containers on the installation property book. See Section L-10.

(2) Fund repair and maintenance of FORSCOM-owned 20 ft and 40 ft containers. Installations must keep inspection records in accordance with MIL- HDBK-138A . See Section L-14 and L-16.

(3) Establish a Container Control Officer (CCO) for the installation to ensure proper control of container assets.

(4) Establish and maintain a program to ensure CSC container inspections are conducted on all ISO containers in accordance with DoD Reg 4500.9-R-1, Vol I. Installations will request new ownership codes from JTMO for all deployable, commercially marked containers which are FORSCOM-owned. Containers will be appropriately marked IAW DoD Reg 4500.9-R-1, VOL 1. See Section L-13.

(5) Forward Container Movement Reports on DoD common-use (including CADS) containers shipped or received to the JTMO IAW Chapter 6, Volume 1, of DoD Reg 4500.9-R-1.

(6) Coordinate and fund container leasing requirements through FORSCOM with JTMO. See Section L-12.

(7) Ensure proper stuffing, unstuffing and stripping of containers utilized for deployment. See Section L-9.

(8) Provide required inventory reports to FORSCOM IAW Section L-11.

c. Units will--

(1) Manage and control EDSS containers IAW FORSCOM policies and procedures.

(2) Fund acquisition of container requirements not authorized by ASMP funds.

(3) Fund repair and maintenance of EDSS containers. See Section L-16.

(4) Establish and maintain a program to conduct EDSS container inspections to ensure current certification meeting ISO/CSC standards. (CSC certification requirements do not apply to ISU containers.) See Section L-11. Units will ensure proper marking of EDSS containers IAW Section L-7.

(5) Establish a CCO at brigade and higher levels.

(6) Ensure AUEL/DEL data is entered for containers used in deployments. See Section L-6.

(7) Provide an annual inventory report of EDSS containers through corps to FORSCOM. See Section L-11.

(8) Ensure proper stuffing, unstuffing and stripping of containers utilized for deployment. See Section L-9.

(9) Ensure property accountability of EDSS containers by placing containers on the unit property book. Units will initiate a report of survey and/or other required documentation per appropriate regulations for any lost, damaged, or destroyed EDSS container assets. Copies of the documentation will be forwarded through the Corps to FORSCOM DCSLOG, ATTN: AFLG-P2L-T. FORSCOM will forward the documentation to JTMO.

L-6. AUEL Reporting

a. All container requirements will be individually identified in Appendix 2, Annex W of the unit movement plan and reflected in the AUEL as prescribed by FORSCOM Reg 55-2.

b. Containers on chassis will be reported in the AUEL as a vehicle ("D" type record). Containers not on chassis will be reported as "special handling" cargo ("F" type record). The remarks section ("H" type record) may be used to indicate if the required containers are not on hand.

L-7. Container Markings

a. Normally ISO containers arrive at the installation marked with an ISO number. The ISO number consists of 11 characters: a 4-letter ownership code followed by a 6-digit serial number, a hyphen, and a check digit. See Table L-1 for examples. The ISO eleven-character number is 4 inches high. Maximum allowable gross and tare weight letters and numbers are 2 inches high and displayed in both kilograms and pounds. All characters are of proportionate width and thickness, and are of a contrasting color. All ISO containers, including MTOE special purpose/tactical shelters, require an ISO number assigned by JTMO.

b. Ownership code assignments are listed in Table L-2. Installations must request through FORSCOM, DCSLOG, ATTN: AFLG-P2L-T, for new container markings for government-owned containers that are currently marked with commercial numbers. The JTMO will assign containers DoD ISO numbers and enter them into the DoD ISO container register. Installations will include a full description of the container: overall dimensions, ISO size/type code, quantity, accountable owner DODAAC, and point of contact with phone number and mailing address. See DoD Reg 4500.9-R-1, VOL 1, for placement instructions.

c. A Safety approval plate (CSC) must be on the container.

d. For deployments, the unit will stencil the UIC/SUN and mark the actual gross weight (stencil, tape, chalk, etc.) on the outside of the door on all FORSCOM-owned and unit-owned containers.

L-8. Container Documentation.

a. DD Form 1750 will be completed and attached to the inside and to the outside of the container door. For security reasons, sensitive items will not be listed on the external packing list. They will be listed on the internal packing list only.

b. Any container used for a unit move will display two military shipment labels. One label will be placed on the left rear door and the other on the adjacent side. The labels are produced by TC ACCIS. See Appendix G of this regulation

c. See Appendix N of this regulation for documentation requirements of hazardous materials loaded in containers.

L-9. Container Stuffing

a. UE containers will be stuffed in accordance with FM 55-65, Strategic Deployment; DA Pamphlet 740-1, Military Packaging and Packing; and MTMCTEA Ref 96-55-23, Containerization of Military Vehicles.

b. Blocking, Bracing, Packing, Crating and Tiedown (BBPCT) materials for stuffing UE containers will be listed in unit movement plans. These items may be obtained through the local Self Service Supply Center, the DPW, or local purchase.

L-10. Control and Accountability

a. FORSCOM-owned 20 and 40 foot containers will be placed on the installation property book using SPBS-R. Installations will not place CAD containers, DoD common-use containers or non-Army (MSC, Navy, Marine, or Air Force) containers on the installation property book. ITOs will direct questions on ownership of containers to FORSCOM, DCSLOG, ATTN: AFLG-P2L-T. Installations will sub-hand receipt containers to appropriate organizations or units when utilized for deployment. Installations will initiate report of survey and/or other required documentation per AR 35-5 for any lost, damaged, or destroyed container assets.

b. All ISO containers, including unit-owned, must be registered with JTMO. Installations must request through FORSCOM, DCSLOG, ATTN: AFLG-P2L-T, for new container markings for government-owned containers that are marked with commercial numbers. The JTMO will assign containers DoD ISO numbers and enter them into the DoD ISO container register.

c. The EDSS containers must be accounted for on the unit property book. Units will initiate report of survey and/or other required documentation per AR 710-2 for any lost, damaged, or destroyed EDSS container assets.

NOTE: FORSCOM provided installations with a small number of QUADCONs to be maintained for common use. These will be carried on the installation property book.

d. Lateral transfer of containers between installations may be directed by FORSCOM using procedures described in AR 35-5 if transportation costs associated with return of empty containers to an installation are not economically feasible. JTMO must be notified of the transfer of ownership.

e. The installation CCO is responsible for container control, accountability, and certification. However, the CCO may task units having possession of assigned containers to perform inventory and certification functions. If tasked, the unit commander will designate personnel within his unit to become certified through training to inspect/reinspect deployable containers.

L-11. Reports

a. Installations will provide FORSCOM, DCSLOG, ATTN: AFLG-P2L-T, a container inventory and readiness report in April and in October for all containers on the installation (excluding EDSS). See format at Figure L-1.

b. Corps will provide FORSCOM, DCSLOG, ATTN: AFLG-P2L-T, a container inventory report in May for all EDSS containers. See format at Figure L-2.

c. When DoD common-use containers are shipped or received, units will submit a Container Movement Report through the ITO to JTMO IAW DoD Reg 4500.9-R-1, Volume 1.

L-12. Requests for Additional Containers

Units participating in a major OCONUS exercise (BRIGHT STAR, FOAL EAGLE, TEAM SPIRIT, etc.) and/or contingencies will identify their needs through command channels to the ITO. If containers are unavailable at installation level, installations will contact FORSCOM DCSLOG, ATTN: AFLG-P2L-T and request a leasing estimate from JTMO at DSN 761-5619.

L-13. Inspection Requirements for ISO Containers

a. All ISO containers that move in the DTS must be certified to meet CSC standards identified in MIL-HDBK-138A, Container Inspection Handbook

for Commercial and Military Intermodal Containers. Inspectors will follow the Container Inspection Checklist contained in MIL-HDBK-138A and record the required repairs on DA Form 2404. For DoD common-use containers, the installations will send the completed form to JTMO at the following address: HQ MTMC, ATTN: MTTM-E, Falls Church, VA 22041-5050.

NOTE: CSC standards do not apply to ISU containers. Units should inspect ISU containers using TO 35D33-2-2, 463L Air Cargo Pallets, to ensure they conform to Air Force transportability standards. No formal inspection reporting is required.

b. The JTMO will provide DD Form 2282, Reinspection Decal Convention for Safe Containers, decals to the installations. After required repairs are made, the inspector will punch the new expiration date on DD Form 2282, indicate IMDG or non-IMDG loading level, and apply the decal to the safety approval plate. DD Form 2282 decals will conform to the color scheme and dates shown in Table L-3. Under no circumstances will DD Form 2282 be painted over or covered. For assistance, contact the JTMO, DSN 761-3717.

c. New ISO containers, regardless of source, come with CSC safety approval plate showing the month and year the equipment must be reinspected. New containers will be reinspected five years from date of manufacture. All other ISO containers require inspections every 30 months or 60 days prior to the expiration date on the DD Form 2282, whichever date is earlier.

d. Installations/units should plan inspections so that certification does not expire during a deployment/redeployment. A container will not be accepted for loading if the DD Form 2282 indicates that a reinspection is due in 60 days or less. If certification expires intransit, loaded container will be detained at the port until a reinspection is performed.

e. Only individuals who have attended the Intermodal Dry Cargo Container CSC Reinspection Course conducted by the Defense Ammunition Center (DAC) are qualified to perform reinspections and apply the DD Form 2282 to the container. Untrained inspectors who perform the reinspection or places DD Form 2282 on a container are subject to punishment under 18 United States Code 1001. Trained inspectors who carelessly perform inspections are also subject to this code. Information on the course can be obtained from DAC by calling DSN 956-8931 or commercial 918-420-8931. Inspectors must be recertified every 48 months.

f. In addition to scheduled CSC inspections, installations will ensure containers are inspected and

reinspected for damage/serviceability prior to stuffing for deployments. Each inspection/reinspection will include a detailed visual examination for defects such as cracks, corrosion, missing or deteriorated fasteners, and any other safety-related deficiency or damage that could place a person in danger. Such deficiencies will be corrected so that deficient containers are not placed in service.

g. Installations will maintain CSC inspection records for FORSCOM-owned and unit-owned ISO containers on the installation. The JTMO will maintain CSC inspection reports on DoD-owned common-use containers. Records must include the ISO number, date of last inspection, and identification of the inspector. Any container inspection report must be made available to the U.S. Coast Guard upon request. Installations will maintain current inspection records until the next reinspection is completed.

h. Cost of reinspection, whether completed in-house or contracted-out, is normally the responsibility of the owning DoD component and will be budgeted for accordingly. However, reinspection costs associated with DoD-owned common-use and CADS containers are the responsibility of the activity possessing the container when reinspection is due. Budget projections will be based on historical usage.

i.

L-14. Maintenance Expenditure Limit.

a. Maintenance Expenditure Level (MELs) are established based on estimated costs for container repair versus replacement. By comparison, it is determined which is the most economical, operationally effective option. Total cost to repair item can not exceed the cost of replacement. Primary factors used to determine value are reliability and durability which, in turn, influence operational and logistics effectiveness. Organization (user) level maintenance costs will not be included in repair cost estimates.

b. MELs are maximum dollar amounts that can be spent for one-time repair to return an item to fully serviceable condition. MELs for FORSCOM-owned and DoD-owned containers will not exceed 65 percent of the current acquisition cost for one-time repair. FORSCOM, DCSLOG, ATTN: AFLG-P2L-T, can approve waiver requests for repairs that exceed MELs for FORSCOM-owned containers. The MTMC, Deputy Chief of Staff for Personnel and Logistics can approve waiver requests for repairs that exceed MELs for DoD-owned containers. MELs for DoD-owned common-use containers are available from the MTMC JTMO. FORSCOM DCSLOG

(DSN 367-6580) provides MELs for FORSCOM-owned containers. MELs for MILVANs (Ammunition and General Cargo) are identified in Army Technical Bulletin (TB) 43-0002-40.

L-15. Turn-in to the Defense Reutilization and Marketing Office (DRMO)

a. Installations/units will provide JTMO a DA Form 2404 (including cost estimate of repairs) for DoD common-use containers if repair costs exceed the MEL. The JTMO will validate that the container is not economically repairable and provide the installation a DD Form 1348-1 authorizing disposal. The installation will turn in the container to the nearest DRMO and return the signed copy of DD Form 1348-1 to the JTMO for accountability purposes.

b. Installations/units will provide FORSCOM, DCSLOG, ATTN: AFLG-P2L-T with a DA Form 2404 (including cost estimate of repairs) for uneconomically repairable FORSCOM and unit owned containers. FORSCOM will provide disposition instructions to the installation/unit and direct the JTMO to delete the container serial number from the ISO register and tracking system. A DD Form 1348-1 will be prepared by the owning property book officer (PBO) who will arrange for the container to be turned into local DRMO. The DRMO will sign-off on the DD Form 1348-1 and the installation or unit PBO will adjust the property records accordingly.

c. Containers turned into DRMO will have all markings removed/obliterated and all identification plates on the doors removed to preclude reentry into DTS.

L-16. Maintenance and Repair

a. Maintenance and repair of containers shall be in accordance with current editions of IICL Repair Manual for Steel Freight Containers, International Maritime Dangerous Goods (IMDG) Code, International Maritime Dangerous Goods (IMDG) standards, U.S. Coast Guard Directives, TB 55-8115-200-23 (Standards of Maintenance of MILVAN Containers), TM 55-8115-200-23P (Organizational and Direct Support Maintenance Manual), and other appropriate certified repair manuals.

b. For FORSCOM-owned containers, the following guidance applies --

(1) Maintenance/repair of containers, organization and above organization (user and depot) level is the responsibility of the installation or unit accounting for the container on its property book. Normally, installations are responsible for

FORSCOM/ARNG Regulation 55-1

FORSCOM-owned and ASMP container maintenance repair and units are responsible for EDSS.

(2) Units are responsible for funding repair of containers damaged during use. Units retain container inspection sheets upon issue, shipment or receipt of a container in order to provide necessary information to the ITO for funding repair. The Installation PBO initiates a report of survey to fund repair costs if negligence may be involved and/or if the unit is unwilling to fund container repair.

c. For DoD-owned common-use containers needing repair, the activities possessing the containers when deficiencies are noted are

responsible for coordinating with the JTMO to ensure required maintenance/repair is performed. Required repairs are documented on DD Form 2404 and forward to address shown in paragraph L-12. NOTE: *Units that paint or stencil these containers will be responsible for funding MTMC costs for repainting.*

d. For DoD leased containers, repair will only be authorized by JTMO if a requirement exists and no other containers are available. Normally, these containers will be returned to the owner for repair.

ISO Number	Designation
USAG 060000-9	General cargo MILVAN
USAA 005631-6	Original restraint MILVAN
USAR 000001-7	Refrigerated container

Table L-1 Examples of ISO Number Composition

Ownership Code	Component
USAA	US Army Ammunition/Ordnance
USAG	US Army General Cargo
USAR	US Army Refrigerated Vans
DODU	DoD Common-Use/CADS
USAH	US Army Hospital Vans
USAU	US Army

Table L-2 ISO Ownership Codes Assigned to DoD Components and Associated Component Manager

Due Date For Yearly Inspection	Background Color
1999, 2005	Blue
2000, 2006	Yellow
2001, 2007	Red
2002, 2008	Black
2003, 2009	Green
2004, 2010	Brown

Table L-3 Color Scheme and Dates for CSC Decals

Installation: Fort Hood

Report Date: 1 Oct 1997

<u>PREFIX</u>	<u>SERIAL NUMBER</u>	<u>CHECK DIGIT</u>	<u>STATUS</u>	<u>LAST DATE</u>	<u>OWNER DODAAC</u>	<u>DEST</u>	<u>COND CODE</u>	<u>CSC INSP</u>	<u>REMARKS</u>
Example USAA	6932	9	R	06/26/97	W25G1R		B	01/31/97	

Prepared by: Mr./Ms. J. Doe

Explanation:

Prefix: First four letters of container serial number.

Serial Number: Last four numbers prior to the check digit. For instance, report a container with serial number of USAG 116932-9 as 6932 prior to the check digit of 9.

Check Digit: Last digit of serial number.

Status: Since last report *R* - Receipt
S - Shipped

Last Date: Date of change in status.

Owner DODAAC: Use DODAAC of organization which lists the container on its property book. Use installation DODAAC for FORSCOM containers. Use DODAAC provided by the JTMO for MTMC owned containers. Use unit DODAAC for unit owned containers.

Dest: Use when container has been shipped to another destination. Write destination location.

Cond Code: Current condition code of container. Use the following codes:

B	Operational and CSC certified
D	Operational but requires CSC inspection
E	Requires minor repairs (below \$750)
F	Requires major repairs (\$750 to MEL)
H	Uneconomically reparable

Due Insp: Date of last CSC inspection

Remarks: Available for Installation comment.

Figure L-1 Installation 20 and 40 foot Container Report

Unit: 1st Cavalry Division

Report Date: 1 May 1997

<u>PREFIX</u>	<u>SERIAL</u> <u>NUMBER</u>	<u>CHECK</u> <u>DIGIT</u>	<u>OWNER</u> <u>DODAAC</u>	<u>COND</u> <u>CODE</u>	<u>CSC</u> <u>INSP</u>	<u>REMARKS</u>
USAG ISU 90	116932 000001	9	W25G1R W25G1R	B A	01/31/97 NA	

Prepared by: CPT Doe

Explanation:

Prefix: First four letters of container serial number. If ISU insert type, see example.

Serial Number: The numbers prior to the check digit on QUADCONs. For instance, report a container with serial number of USAG 116932-9 as 116932 prior to the check digit of 9. ISU containers- provide serial number on right door tag at bottom.

Check Digit: Last digit of serial number.

Owner DODAAC: Self Explanatory of unit owner. Unit lists container on property book.

Cond Code: Current condition code of container. Use the following codes:

B	QUADCON-Operational and CSC certified. ISU-Operational
D	Operational but requires CSC inspection
E	Requires minor repairs (below \$750)
F	Requires major repairs (\$750 to MEL)
H	Uneconomically reparable

Due Insp: Date of last CSC inspection. NA for ISU containers.

Remarks: Available for Unit comment.

Figure L-2 EDSS Container Report

Appendix M

Radio Frequency Tags

M-1. General

This appendix establishes procedures and standards for Radio Frequency (RF) Tag instrumentation and operation. FORSCOM DCSLOG is the proponent for this program. RF technology allows intransit visibility of deployed unit equipment by the CINCs and commanders at all levels. Automatic Identification Technology (AIT) encompasses a suite of technologies that allow for the automatic capture of source data thus enabling tracking and control of deploying and redeploying equipment, personnel and sustainment cargo. RF/AIT includes devices to automate the collection of information for assets being stored, processed or moved.

M-2. Policy

a. RF Tags will be required for use on deployments to NTC, JRTC and OCONUS surface movements. The minimum RF requirement for these moves is for containers to be tagged. For any other movements, RF tags are not required to be used unless specified in Deployment Orders, OPLANs, or message traffic. However, units can request RF tag use for an exercise or deployment by contacting its supporting installation.

b. When issued for deployments, the installation will hand receipt the tags to the units. Upon arrival at the destinations, RF tags should be removed from the equipment, batteries deactivated (stored in tags in inverted position) and turned into the UMO. The units are responsible for maintaining accountability until redeployed and tags are returned to the installation.

c. Units should use RF Tags to track critical equipment, sensitive items and/or supplies through the deployment process. As a minimum, when writing data to the RF tag, units should use the free text portion of the Joint Total Asset Visibility (JTAV) format to input Type Data Code (TDC), general description of cargo, and a unit POC name with telephone number. However, sensitive items should not be listed.

d. Commanders can request flyaway AIT packages be established at OCONUS sites for an exercise or deployment. The request should be sent through the unit's higher headquarters to FORSCOM, ATTN: AFLG-P2L-T. FORSCOM will forward the request to JFCOM, ATTN: J4.

NOTE: Units must remember to store the lithium batteries in the tags in an inverted position when deployed and not in use to prevent over-interrogation, which could lead to battery failure and lost visibility.

M-3. Responsibilities

a. Logistics Integration Agency (LIA) will:

- (1) Coordinate schedule for site surveys, system installation and user training with FORSCOM.
- (2) Survey each installation/site to be instrumented with RF/AIT.
- (3) Install RF/AIT in conjunction with the fielding plan.
- (4) Train site users as mutually agreed by FORSCOM, LIA and the respective installation.
- (5) Provide all necessary hardware, software and technical end users' documentation and materials.
 - (a) Ensure the system is operational when fielded.

(b) Ensure required tags (minimum 500) are issued to each installation during system installation.

(7) Maintain the National Server to receive input of in-transit visibility (ITV) data from regional servers.

(8) Provide Regional and National server ITV data to GTN.

b. FORSCOM DCSLOG will:

- (1) Coordinate fielding strategy and fielding plan with LIA.
- (2) Coordinate fielding schedule with installations and LIA.
- (3) Monitor installation readiness and preparation for RF/AIT survey, install and training. Address discrepancies and/or shortfalls prior to arrival of LIA survey or install team.
- (4) Coordinate site requirements for RF/AIT.
- (5) Ensure unit and installation compliance with policies and instructions provided by LIA.
- (6) Coordinate with LIA to produce web reports that will assist units and installations with intransit visibility.

c. Installations will:

- (1) Appoint a single point of contact for coordinating site survey, install, training and RF/AIT operation.
- (2) Coordinate with LIA through FORSCOM site unique requirements for RF/AIT install, training and operation.
- (3) Provide knowledgeable installation representatives from the following staff sections for the duration of the site survey and instrumentation:
 - (a) DOL
 - (b) DOIM

- (c) DPW
- (d) DPTM
- (4) Assist units in burning/writing tags.
- (5) Instruct units in the proper placement of tags on UE.
- (6) Ensure MSLs have been generated and affixed to RF tag prior to movement.
- d. Units will:
 - (1) Ensure RF tags are applied to the appropriate deploying unit equipment.
 - (2) Appoint accountable officers to ensure proper accountability for RF tags under their responsibility.
 - (3) Following redeployment, ensure tags are erased and expeditiously returned to the ITO for reuse.

M-4. Control and Accountability

- a. RF Tags are expendable, recoverable, reusable property and do not require property book accounting. However, RF Tags should be treated as a durable item that must be controlled and returned to the installation upon redeployment. RF Tags are provided to the installation as an initial issue for training and deployment use. The installation or designated representative is responsible for property accountability of the tags and hardware.
- b. When issued for deployments, the installation will hand receipt the tags to the units. The units are responsible for maintaining accountability until redeployed. They will be returned to the installation upon return. If losses occur, procedures will be initiated under AR 735-5 to account for the loss.
- c. Installations can buy additional RF tags from two sources: GSA Schedule # GS-35F-3379D or the PM AIT RFID Contract (see website: www.peostamis.belvoir.army.mil/AIT/home.htm). Only RF tags bought using the PM AIT contract have a 3-year warranty. Requests should be made to FORSCOM, DCSLOG, AFLG-P2L-T to buy RF tags for contingency operations and funding forecasts turned in by installation resource managers to the FORSCOM DCSRM.

M-5. Training

RF Tag training for UMOs and installation staff will be conducted at every installation upon instrumentation. In addition, the Transportation School will include RF tag training in the TC- AIMS II Course. Sustainment training will be provided by the installation/units using the RF training package provided in the initial training session.

M-6. Maintenance

- a. RF hardware has a three-year warranty. During this time, the installation can coordinate with FORSCOM, ATTN: AFLG-P2L-T for repair and maintenance. RF maintenance will be integrated into the maintenance policy for TC-AIMS II.
- b. Batteries can be purchased from two sources: GSA Schedule # GS-35F-3379D or the PM AIT RFID Contract (see website: www.peostamis.belvoir.army.mil/AIT/home.htm).
- c. Ty-Rap can be locally purchase or bought through the supply system. Proper nomenclature is Strap Tie Down, Electrical Component; NSN: 5975-00-899-4604 or equivalent.

M-7. Reports

- a. The installation will provide FORSCOM, DCSLOG an annual report identifying quantities of RF tag on-hand assets as of 1 Aug each year. Deployed assets will be included.
- b. The installation can send requests for intransit visibility reports or changes to the current web page reports to FORSCOM , ATTN: AFLG-P2L-T.
- c. FORSCOM DCSLOG, AFLG-P2L-T will coordinate with LIA for intransit visibility reports or changes to the current reports on the web page.

Appendix N

Hazardous Material Shipments

N-1. Introduction

Department of Transportation (DOT) assesses millions of dollars in penalties for HAZMAT shipping violations every year. Penalty baseline assessments against the individual certifying can vary from \$1,000 for placing an incorrect size label on a package to \$6,200 for using an incorrect shipping name and hazard class on shipping papers. The purpose of this appendix is to provide general HAZMAT guidance that will serve as "flags" to commanders and UMOs that certain equipment/cargo may be defined as hazardous and require specific handling/packaging and/or documentation /marking. It is intended to simplify a very technical area for the chain of command (both installation and unit) responsible for ensuring a unit move is properly planned and executed. It is not intended to replace the detailed regulatory guidance required by certifiers, packers, and handlers.

N-2. Common Hazards

Hazardous material is a substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when being transported. The following is a list of hazardous material, defined as such based on description, quantity, or flash point, commonly shipped by deploying units:

Oxygen Cylinders
Acetylene Cylinders
Propane
Butane
Lithium Batteries
Alkaline Batteries
Vehicle Batteries
Battery Acids
Mogas
Diesel Fuel
POL Products
Pesticides
Insecticides
Jerry Cans - Empty and Full
Fuel Tankers - Empty and Full
Antifreeze
Fire Extinguishers
Electronic Tools with Radio Active Components

Trainer Missiles
Ammo over .60 cal.
Ammo under .60 cal.
Detergent (DS-2)
Denatured Alcohol
Mineral Spirits
Paint
Paint Thinner
Compressed Gases
Windshield Fluid

NOTE: All matters pertaining to the establishment, amendment, or clarification of DoD HAZMAT rules and regulations that cannot be answered by the installation/STARC/RSC/DRU will be referred to FORSCOM, ATTN: AFLG-P2L-T/AFLG-LST, 1777 Hardee Ave, Fort McPherson, GA 30330-1062, DSN 367-7001/6286. HAZMAT issues requiring coordination with non-DoD regulatory bodies (such as DOT, FAA, FRA, and etc.) shall be forwarded through FORSCOM to Command, Military Traffic Management Command, ATTN: MTOP-OPS, 5611 Columbia Pike, Falls Church, VA 22041-5050.

N-3. Shipping Documentation

Table N-1 provides the shipping documentation required for unit moves.

a. SF Form 1103, Government Bill of Lading. The GBL is the shipping document completed by the ITO for commercial rail and truck shipments. The unit will be required to provide the HAZMAT information on the DD Form 836 and sign the certifying statement. The DD Form 836 will be attached to the GBL (if TC ACCIS produced) or the HAZMAT information transferred to the GBL. The certifier for DD Form 836 must have been trained by a DoD approved school or been qualified as a Technical Specialist within the past 24 months. The certifier for the GBL must have been trained by a DoD approved school within the past 24 months (See Appendix K, paragraph K-4.).

Note: The GBL is in the process of being replaced by the Commercial Bill of Lading.

b. Shipper's Declaration for Dangerous Goods. For military air and commercial chartered air, the unit will complete and sign the Shipper's Declaration for Dangerous Goods to move hazardous materials. The certifier must have been trained by a DoD approved school or been qualified as a Technical Specialist within the past 24 months. For commercial scheduled air, the certifier must have been trained by a DoD approved school within the past 24 months (See Appendix K, paragraph K-4).

NOTE: *The Shipper's Declaration for Dangerous Goods has replaced the DD Form 1387-2, Special Handling Data/Certification, for certifying HAZMAT moving by military air. However, the DD Form 1387-2 is still required to identify items which are classified, protected, or otherwise require special handling moving on DoD-owned or controlled aircraft.*

c. DD Form 836, Shipping Paper and Emergency Response Information for Hazardous Materials Transported by Government Vehicles

(1) DD Form 836 will be used by installations/units to certify hazardous materials moving by surface and to provide emergency response instructions to drivers of all organic vehicles transporting explosives or hazardous materials on public roads. The emergency response instructions provide a driver information to protect himself, the cargo, the vehicle, and other life and property from fire, accident, or vehicle breakdown. Appropriate instructions contained in the DOT Emergency Response Guidebook must be attached to the form.

(2) For unit moves, the DD Form 836 will be completed and signed for each vehicle by the unit HAZMAT certifier. The certifier must have been trained at a DoD approved school or been qualified as a Technical Specialist within the past 24 months. (See DoD Regulation 4500.9-R, Part II, Cargo Movements for exceptions. Also, see Appendix K.)

(3) This form is a shipping paper for hazardous materials and not intended to be used as a packing list. The information required by 49 CFR part 172.200 through 172.205 is the standard for completion of the DD Form 836. Any additional information the unit/installation may want to include should be shown on the accompanying packing list for the vehicle/container.

(4) One copy of the form will be retained by the installation/unit, two copies on the vehicle/container, and one copy given to the port.

NOTE: *The form has been revised by MTMC (the DoD HAZMAT Proponent) and is at TRANSCOM pending approval. The revised form will replace the DD Form 2781 and IMO Form 1/1997. The revised form will have a red border. In the interim, the draft DD form 836 without the red border is authorized for use (See Figure N-1).*

d. DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

(1) The DD Form 626 will be used for inspecting both commercial and government vehicles moving placardable quantities of hazardous material on public roads. The inspector signing the form must be knowledgeable of the vehicle and have received

HAZMAT training (See Appendix K, paragraph K-5). HAZMAT certification training is not required.

(2) This form is used to verify required documentation. For government vehicles, this includes checking to ensure the driver's military license has been annotated with the HAZMAT training attended (See Appendix K).

(3) Government inspectors will not conduct detailed inspection of commercial vehicles but will only look for obvious deficiencies. Fire extinguisher will be required on both commercial and military vehicles entering ammunition storage areas.

(4) Shipments will not be loaded or transported in a vehicle until DD Form 626 requirements checked as unsatisfactory are corrected. Corrected deficiencies will be entered in the remarks column opposite the item.

(5) One copy will be provided to the ITO and one copy will be carried by the driver. Copies will be retained by the installation/unit until the move is completed.

NOTE: *The Army does not have formal training requirements for vehicle inspectors (DD Form 626).*

N-4. DOT Exemptions

a. DOT-E 3498. For surface movements, MTMC can invoke DOT-E 3498 for contingency operations. Among its provisions, this exemption allows for loading of ammunition and other hazardous materials in vehicles as secondary loads, compatibility deviations and also permits shippers to fill fuel tanks to 3/4 full. A copy of this exemption must accompany the shipment and will be provided by the ITO.

b. DOT-E 7280. For exercises only, DOT-E 7280 authorizes shippers to fill vehicle fuel tanks to 3/4 full for surface moves. This is a standing exemption and does not require MTMC authorization.

c. DOT-E 7573. For tactical, contingency, or emergency movement using commercial airlift, these DOT exemptions apply. See attachment 23 in TM 38-250. (For military aircraft, see Chapter 3, TM 38-250 for allowable exemptions).

d. For information and guidance concerning DOT exemptions the Army Points of Contact are as follows:

Ammunition and related Exemptions

Commander, U.S. Army IOC

ATTN: AMSIO-TMO

Rock Island, IL 61299-6000

DSN 793-3172

Commercial (309)782-3172

Missiles and Related Exemptions

Commander, U.S. Army MICOM
ATTN: AMSMI-MMC-LS-MDT
Redstone Arsenal, AL 35898-5110
DSN 788-8034/746-4812
Commercial (205)842-8034/876-4812

All Other Exemptions

Chief, AMC, LOGSA PSCC
ATTN: AMXLS-TP-T
11 Hap Arnold Blvd.
Tobyhanna, PA 18466-5097
DSN 795-7147
Commercial (717)895-7147

1. NOMENCLATURE		CONTAINER SEAL NO.:		TCN NUMBER:			
MODEL NO.:		SERIAL NO.:		BUMPER NO.:			
DANGEROUS GOODS SHIPPING PAPER/DECLARATION AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES/CONTAINERS OR VESSEL							
2. Shipper/Address/Telephone No.		3. Location and Date Shipment Prepared		4. Date of Travel	5. Page 1 of Pages__		
6. CARGO (TO BE COMPLETED BY THE UNIT OR SHIPPER TRANSPORTATION OFFICE (T.O.))							
PROPER SHIPPING NAME <small>(Include RQ, Technical Name, Additional Information per 49 CFR, 172.203, as required)</small>		HAZ CLASS / DIVISION	UNID NUMBER	PACKING GROUP	PACKAGES NUMBER KIND	NET TOTAL QTY & CONC WEIGHT (KG)	TOTAL AMBOS (KG)
a		b	c	d	e f	g	h
7. PORT OF EMBARKATION <small>(OCCUPY ONLY)</small>		8. SHIP NAME _____ and VOYAGE No. _____ <small>(OCCUPY ONLY)</small>					
9. CONSIGNEE							
10. REMARKS:							
11.a. COPY OF EMERGENCY RESPONSE GUIDE NUMBER(S) _____ ATTACHED. (SEE BACK OF THIS FORM)							
11.b. EMERGENCY NOTIFICATION. IN ALL CASES OF ACCIDENT, INCIDENT, BREAKDOWN OR FIRE, PROMPT NOTIFICATION MUST BE GIVEN TO SHIPPER AS NOTED IN BLOCK 2.							
11.c. 24 - HOUR EMERGENCY ASSISTANCE RESPONSE PHONE NUMBERS:							
DOD NON-EXPLOSIVE HAZMAT: 1-800-851-8061 AT SEA: 804-279-3131 (COLLECT)		DOD HAZ CLASS 1 (EXPL) ONLY 703-697-0218/19 (COLLECT) (WATCH OFFICER)		SAFE HAVEN: 1-800-524-0331 NATIONAL RESPONSE CENTER 1-800-424-8802 AT SEA: 202-267-2675 (COLLECT)			
				DOD RADIOACTIVE MATERIALS ARMY (703) 697-0218 (COLLECT) USAF 1-888-425-3861 USN/MC 757-887-4692/ 1-888-528-0148 DLA-717-770-5283/ DSN 977-5283			
12. CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION DATE: _____							
It is hereby declared that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with applicable provisions. (MUST BE COMPLETED AND SIGNED FOR ALL CONTAINER/VEHICLE LOADS BY PERSON RESPONSIBLE FOR PACKING/LOADING)							
<input type="checkbox"/> CONTAINER NO. _____		<input type="checkbox"/> VEHICLE NO. _____					
a. TYPE OR PRINT NAME		b. SIGNATURE					
13. SHIPPER'S CERTIFICATION: THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION, INTERNATIONAL AND NATIONAL GOVERNMENTAL REGULATIONS.							
a. TYPE OR PRINT NAME OF SHIPPER CERTIFIER		c. SIGNATURE(S) OF VEHICLE OPERATOR(S)					
b. SIGNATURE OF SHIPPER CERTIFIER							

Mark with X(s) as appropriate: PREPARED IN ACCORDANCE WITH: [] 49 CFR [] IMDG

DD FORM 836, JAN 00

PREVIOUS EDITION IS OBSOLETE

THIS FORM MEETS THE REQUIREMENTS OF SOLAS IV, CHAPTER VI, REGULATION 5; MARPOL 73/78 ANNEXES, REGULATION 4 AND IMDG CODE, GENERAL INTRODUCTION, SECTION 9

Figure N-1. Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel

EMERGENCY RESPONSE INFORMATION	
<p>Guide Numbers 112 and 114 from the U.S. Department of Transportation North American Emergency Response Guide Book (RSPA P5800.7) are reproduced hereon. These guides are applicable to hazard Class 1 materials (Explosives). Mark an X in the appropriate box.</p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 45%;"> <input style="width: 30px; height: 20px; margin-bottom: 5px;" type="checkbox"/> USE GUIDE 112 FOR EXPLOSIVES: (1.1), (1.2), (1.3), (1.5) OR (1.6) Class A or B </div> <div style="width: 45%;"> <input style="width: 30px; height: 20px; margin-bottom: 5px;" type="checkbox"/> USE GUIDE 114 FOR EXPLOSIVES: (1.4) Class C </div> </div> <p>For all other hazardous materials or substances, annotate appropriate emergency Response Guide Book Guide Number in the block 11.a., and attach a copy of the guide number page or pages.</p>	
GUIDE 112	GUIDE 114
<p>POTENTIAL HAZARDS FIRE OR EXPLOSION: MAY EXPLODE AND THROW FRAGMENTS 1600 METERS (1 MILE) OR MORE IF FIRE REACHES CARGO. HEALTH HAZARDS: Fire may produce irritating, corrosive and/or toxic gases.</p> <p>PUBLIC SAFETY: CALL CHEMTREC AT 1-800-424-9300. - Isolate spill or leak area immediately for at least 300 meters (1/3 mile) in all directions. Move people out of line of sight of the scene and away from windows. - Keep unauthorized personnel away and stay upwind. - Ventilate closed spaces before entering.</p> <p>PROTECTIVE CLOTHING: - Wear positive pressure self-contained breathing apparatus (SCBA). Structural firefighters' protective clothing will only provide limited protection.</p> <p>EVACUATION: LARGE SPILL Consider initial evacuation for 300 meters (1/2 mile) in all directions. FIRE - If rail car or trailer is involved in a fire and heavily encased explosives such as bombs or artillery projectiles are suspected, ISOLATE for 1600 meters (1 mile) in all directions, also initiate evacuation including emergency responders for 1600 meters. - When heavily encased explosives are involved, evacuate the area for 300 meters (1/2 mile) in all directions.</p> <p>EMERGENCY RESPONSE: FIRE: CARGO FIRES: DO NOT FIGHT FIRE WHEN IT REACHES CARGO! CARGO MAY EXPLODE! - Stop all traffic and clear the area for at least 1600 meters (1 mile) in all directions and let burn. Do not move the cargo or vehicle if cargo has been exposed to heat. TIRE or VEHICLE FIRES: - Use plenty of water-FLOOD if! If water is not available, use CO₂, dry chemical or dirt. If possible, and WITHOUT RISK, use unmanned hose holders or maximum distance to prevent fire from spreading to cargo area. Pay special attention to tire fires as re-ignition may occur. Stand by with extinguisher ready.</p> <p>SPILL OR LEAK: - ELIMINATE all ignition sources (no smoking, flames, sparks or flames in immediate area). - All equipment used when handling the product must be grounded. Do not touch or walk through spilled material. - DO NOT OPERATE RADIO TRANSMITTERS WITHIN 100 METERS (330 FEET) OF ELECTRIC DETONATORS. - DO NOT CLEAN UP OR DISPOSE OF, EXCEPT UNDER SUPERVISION OF A SPECIALIST.</p> <p>FIRST AID: SEE GUIDE 114 FOR INSTRUCTIONS</p>	<p>POTENTIAL HAZARDS FIRE OR EXPLOSION: MAY EXPLODE AND THROW FRAGMENTS 500 METERS (1/3 MILE) OR MORE IF FIRE REACHES CARGO. HEALTH HAZARDS: Fire may produce irritating, corrosive and/or toxic gases.</p> <p>PUBLIC SAFETY: CALL Emergency Response Telephone Number on Shipping paper first. If Shipping Paper not available or no answer, CALL CHEMTREC AT 1-800-424-9300. - Isolate leak or spill area immediately for at least 100 meters (300 feet) in all directions. Move people out of line of sight of the scene and away from windows. - Keep unauthorized personnel away and stay upwind. - Ventilate closed spaces before entering.</p> <p>PROTECTIVE CLOTHING: - Wear positive pressure self-contained breathing apparatus (SCBA). Structural firefighters' protective clothing will only provide limited protection.</p> <p>EVACUATION: LARGE SPILL Consider initial evacuation for 250 meters (800 feet) in all directions. FIRE - If rail car or trailer is involved in a fire, ISOLATE for 500 meters (1/3 mile) in all directions; also, initiate evacuation including emergency responders for 500 meters (1/3 mile) in all directions. CARGO FIRES: DO NOT FIGHT FIRE WHEN IT REACHES CARGO! CARGO MAY EXPLODE! - Stop all traffic and clear the area for at least 500 meters (1/3 mile) in all directions and let burn. Do not move cargo or vehicle if cargo has been exposed to heat. TIRE or VEHICLE FIRES: - Use plenty of water-FLOOD if! If water is not available, use CO₂, dry chemical or dirt, if possible, and WITHOUT RISK, use unmanned hose holders or monitor nozzles from maximum distance to prevent fire from spreading to cargo area. - Pay special attention to tire fires as re-ignition may occur. Stand by with extinguisher ready.</p> <p>SPILL OR LEAK: - ELIMINATE all ignition sources (no smoking, flames, sparks or flames in immediate area). - All equipment used when handling the product must be grounded. - Do not touch or walk through spilled material. DO NOT OPERATE RADIO TRANSMITTERS WITHIN 100 METERS (330 FEET) OF ELECTRIC DETONATORS. DO NOT CLEAN UP OR DISPOSE OF, EXCEPT UNDER SUPERVISION OF A SPECIALIST. FIRST AID: Move victim to fresh air. Call emergency medical care. Apply CPR if victim not breathing. Administer oxygen if necessary. Remove/loosen clothing & shoes. Flush exposed skin or eyes with running water for at least 20 minutes. Ensure med. Personnel are aware of the materials involved & take precautions to protect themselves.</p> <p>SUPPLEMENTAL INFORMATION: Packages bearing the 1.4S label contain explosive substances or articles that are designed or packaged in such a manner that when involved in a fire, may burn vigorously with localized detonations and projection of fragments. Effects are usually confined to immediate vicinity of packages. If fire threatens cargo area containing packages bearing the 1.4S label, consider initial isolation of at least 15 meters (50 feet) in all directions. Fight fire with precaution from a distance.</p>

Figure N-1. Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel

INSTRUCTIONS FOR COMPLETING DD FORM 836, DANGEROUS GOODS SHIPPING PAPER/DECLARATION AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES/CONTAINERS OR VESSEL	
<p>GENERAL DD Form 836 shall be completed by a qualified* individual from a transportation office, unit or other organization offering hazardous material (HAZMAT) for transportation in areas accessible to the general public.</p> <p>* An individual is considered qualified to complete and sign (certify) DD FORM 836 only after having satisfactorily completed either a DOD authorized HAZMAT Course from one of the DOD-approved schools listed in the Defense Transportation Regulation (DTR) or technical specialist training in accordance with DTR, Part II, Chapter 204, Para (e). This person shall be appointed in writing by the activity or unit commander, to include scope of authority.</p> <p>Item 1. Fill in the nomenclature, model number, TCN, and bumper/serial number, of the vehicle/container. For containers carrying sensitive or classified items, the container security seal is required.</p> <p>Item 2. Enter the shipper's address and telephone number of the HAZMAT originator. Telephone number is for NOTIFICATION PURPOSES ONLY. Emergency assistance shall be obtained from the appropriate 24 HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBER(S) in block #11c on the first page of this form.</p> <p>Item 3. Enter the place/date the HAZMAT was certified (e.g., C, Company 66 Armor Motor Pool, Fort Myer, VA 1 Sept 1999).</p> <p>Item 4. Enter the date the HAZMAT will move.</p> <p>Item 5. Enter the page number and the total number of pages of this form for the vehicle/container carrying the HAZMAT. Example: "Page 1 of 4 Pages". If there are no continuation sheets, "Page 1 of 1" should be annotated.</p> <p>Item 6a. Enter the proper shipping name of the HAZMAT and if applicable include the technical name. (Enter additional information as required by 49CFR, 172.203 - Example: RQ, Inhalation Hazard or by the IMDG Code General Introduction 9.3 - Example: Flashpoint)</p> <p>Item 6b. Enter Hazard class/division and if applicable, the Compatibility Group.</p> <p>Item 6c. Enter the identification numbers (e.g., NA, UN). The letters "NA or UN" must be noted. "NA" may not be used for OCONUS.</p> <p>Item 6d. Enter the packing group (e.g., I, II, III) of the HAZMAT.</p> <p>Item 6e. Enter the total number of packages/items.</p> <p>Item 6f. Enter the type of packaging (e.g., container, box, drum, pallet), the HAZMAT is packed in.</p> <p>Item 6g. Enter the total net quantity for non-explosive material in metric measure. U.S. measure may be added in parentheses underneath the metric measure. For vessel shipments, add the total gross mass in metric measure.</p>	<p>Item 6h. Enter total Net Explosive Weight (NEW) in kilograms for ammunition/explosive (Class 1 items). NEW information is found in the Joint Hazard Classification System (JHCS) in the entry for the NEW (Transportation Quantity). Example: 27.231 kg NEW.</p> <p>Item 7. To be completed by Port Personnel. Enter the name of Port the HAZMAT is being discharged (e.g., Port of Damman, Saudi Arabia) for OCONUS only.</p> <p>Item 8. To be completed by Port Personnel. Enter the name of the ship used (e.g., USS Watson) and Voyage number for OCONUS only.</p> <p>Item 9. Enter the six digit Department of Defense Activity Address Codes (DODAAC) and/or the clear geographical location of the ultimate receiver or consignee of the HAZMAT shipment. If this is a unit move, the unit name will be the same as that for 2. Additional information can be annotated in block 10 or the continuation of block 10.</p> <p>Item 10. Additional handling instructions/information.</p> <p>Item 11. Self Explanatory. NOTE: For Radioactive Material Shipments only. Cross out the non-applicable numbers (e.g., Army shipments - cross out all but Army's radioactive response number.)</p> <p>Item 12. To be completed by person responsible for packing the vehicle or container. Certifying person must type or print name legibly in 12.a. and must sign in writing (longhand) in 12.b.</p> <p>Item 13. Certifying person must type or print name legibly in 13.a. and must sign in writing (longhand) in 13.b. 13.c. Self Explanatory</p> <p>NOTES:</p> <ol style="list-style-type: none"> Units returning from firing range must have a certified or qualified person to ensure that all HAZMAT is properly repackaged and secured (i.e., braced, blocked, and tied down) prior to being transported back to base. See exception below. Completion of a new DD Form 836 is not required. Original DD Form 836 may be used provided that: <ol style="list-style-type: none"> Change item 3. (Date prepared) and item 4. (Date of Travel) as needed. Change item 6 (Cargo): <ol style="list-style-type: none"> HAZMAT used shall be deleted from form by crossing out or lining through. HAZMAT which remains, but is in different quantities shall have the correct amounts entered in the appropriate section(s). <p>EXCEPTION:</p> <ol style="list-style-type: none"> Change item 13a: <ol style="list-style-type: none"> A qualified individual (if available shall sign in writing (longhand)). If qualified individual is not available, the Officer in Charge (OIC) or Non-Commissioned Officer in Charge (NCOIC) shall sign in writing (longhand) to verify that the above procedures have been performed for return trip to origin. Cross out original signature if different certifier will be used. <p>For CONUS MOVEMENTS: [X] 49 CFR OCONUS MOVEMENTS: [X] 49 CFR AND [X] IMDG</p>

DD FORM 836 INSTRUCTIONS, JAN 00

PREVIOUS EDITION IS OBSOLETE

Figure N-1. Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel

1. NOMENCLATURE		CONTAINER SEAL NO.:		TCN NUMBER:			
MODEL NO.:		SERIAL NO.:		BUMPER NO.:			
DANGEROUS GOODS SHIPPING PAPER/DECLARATION AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES/CONTAINERS OR VESSEL							
2. Shipper/Address/Telephone No.:		3. Location and Date Shipment Prepared			4. Date of Travel		5. Page ___ of Page ___
6. CARGO (TO BE COMPLETED BY THE UNIT OR SHIPPER HAZMAT TRANSPORTATION OFFICE [T.O.])							
PROPER SHIPPING NAME (PSN) a.	REGULATORY CLASSIFICATION b.	UNID NUMBER c.	PACKING GROUP d.	PACKAGES NUMBER KIND e. f.		NET TOTAL QTY & GROSS WEIGHT (KG) g.	TOTAL AMMO (KG) h.
10. Remarks (continuation)							

DD FORM 836C, JAN 00

Figure N-1. Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel

MOVEMENT MODE		HAZMAT DOCUMENTATION REQUIREMENTS	REGULATION
CONVOY TO APOE DEPLOY BY	SURFACE	*DD FORM 836 (attach copy of applicable page from the North American Emergency Response Guidebook) *DD FORM 626	49 CFR DOD 4500.9-R, Part II
	AIR	MISC PUB 55-3 <i>NOTE: This form number was assigned to the Shipper's Declaration for Dangerous Goods.</i>	TM 38-250 IATA
CONVOY TO SPOE DEPLOY BY	SURFACE	*DD FORM 836 (attach copy of applicable page from the North American Emergency Response Guidebook) *DD FORM 626	49 CFR DOD 4500.9-R, Part II
	SEA	DD FORM 836 (attach copy of applicable page from the North American Emergency Response Guidebook)	IMDGC
COMMERCIAL TRK/RAIL TO APOE DEPLOY BY	SURFACE	GBL	49 CFR
	AIR	MISC PUB 55-3 <i>NOTE: This form number was assigned to the Shipper's Declaration for Dangerous Goods)</i>	TM 38-250 IATA
COMMERCIAL TRK/RAIL TO SPOE DEPLOY BY	SURFACE	GBL	49 CFR
	SEA	DD FORM 836 (attach copy of applicable page from the North American Emergency Response Guidebook)	IMDGC

**REQUIRED IF MOVING ON PUBLIC ROADS. NOT REQUIRED IF MOVING ON CLOSED INSTALLATIONS IN WHICH GUARDS ARE POSTED AT THE GATES.*

Table N-1. Hazardous Shipping Documentation by Mode.

Glossary

Section I

Abbreviations

AA&E	Arms, Ammunition, and Explosives
AACG	Arrival Airfield Control Group
AALPS	Automated Airlift Planning System
AAR	Association of American Railroads
ABL	Ammunition Basic Load
AC	Active Component
ACL	Allowable Cabin Load
A/DACG	Arrival/Departure Airfield Control Group
ALD	Available to Load Date
AMC	Air Mobility Command
AMOPES	Army Mobilization Planning and Execution System
AMSA	Area Maintenance Support Activity
ANSI	American National Standards Institute
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
APS	Army Prepositioned Stocks
ARNG	Army National Guard
ARRTC	Army Reserve Readiness Training Center
ASP	ammunition supply point
ASMP	Army Strategic Mobility Program
AT	Annual Training
ATCMD	Advance Transportation Control and Movement Document
AUEL	Automated Unit Equipment List
BBM	Blocking and Bracing Material
BBPCT	Blocking, Bracing, Packing, Crating, and Tiedown
BBT	Blocking, Bracing, and Tiedown
C-DAY	Commence Movement from Origin

CADS	Containerized Ammunition Distribution System
CALM	Computer Aided Loading and Manifesting
CCN	Convoy control number
CCO	Container Control Officer
CDE	Chemical defense equipment
CG	Center of Gravity
CHE	Container handling equipment
CI	Coordinating Installation
CINC	commander in chief
CMO	convoy movement order
COMPASS	Computerized Movement Planning and Status System
CONEX	container express
CONPLAN	operation plan in concept format
CONUS	Continental United States
CONUSA	the numbered armies in the Continental United States
CRAF	civil reserve air fleet
CS	combat support
CSC	International Convention for Safe Containers
CSS	combat service support
CTA	common table of allowances
DA	Department of the Army
DACG	departure airfield control group
DCSLOG	Deputy Chief of Staff for Logistics
DEL	Deployment Equipment List
DMC	Defense Movement Coordinator
DME	Data Management Environment
DOC	Directorate of Contracting
DODIC	Department of Defense Identification Code
DODX	Department of Defense-owned Railcars
DOL	Directorate of Logistics
DPTM	Directorate of Plans, Training and Mobilization
DPW	Directorate of Public Works
DRU	Direct Reporting Unit
DRB	Division Ready Brigade
DRMO	Defense Reutilization and Marketing Office

FORSCOM/ARNG Regulation 55-1

DSB	Deployment Support Brigade	JCS	Office Joint Chiefs of Staff
DS	Direct Support	JOPES	Joint Operation Planning and Execution System
DSC	Deployment Support Command	JTMO	Joint Traffic Management Office, MTMC
DSN	Defense Switched Network	JTX	Joint Training Exercise
DTS	Defense Transportation System	LAD	Latest Arrival Date
EAD	Earliest Arrival Date	LIN	Line Item Number
ECS	Equipment Concentration Site	LOGMARS	Logistics Application Of Automated Marking and Reading Symbols
EDRE	Emergency Deployment Readiness Exercise	MACA	Military Assistance to Civil Authorities.
EDSS	Equipment Deployment and Storage System	MACOM	Major Army Command
EHTR	Emergency Highway Traffic Regulation	MEE	Minimum Essential Equipment
ERP	Enroute Reporting Point	MEL	Maintenance expenditure level
EXMOVREP	Expedited Movement Reports	MHE	Materiel Handling Equipment
FC	Assignment Code Meaning FORSCOM	MILVAN	Military-Owned Demountable Container
FMTV	family of medium tactical vehicles	MILSTAMP	Military Standard Transportation and Movement Procedures
FORMDEPS	FORSCOM Mobilization and Deployment Planning System	MOB	Mobilization
FORSCOM	United States Army Forces Command	MOBCON	Mobilization Movement Control
GBL	Government Bill of Lading	MS	Mobilization Station
GCCS	Global Command and Control System	MSC	Military Sealift Command or major subordinate command
GABN	Go Army Beat Navy	MSE	mission support elements
GSU	Garrison Support Unit	MTMC	Military Traffic Management Command
HEMTT	heavy expanded mobility tactical truck	MTMCTEA	MTMC Transportation Engineering Agency
HETS	heavy equipment transporter system	MTOE	Modified Table of Organization Equipment
HMMVW	high mobility multipurpose wheeled vehicle	MTON	Measurement Ton
HS	Home Station	MOOTW	military operations other than war
HSM	Home station mobilization	MOU	Memorandum of Understanding
IATA	International Air Transport Association	MUSARC	Major United States Army Reserve Command
IC-UMO	Intermediate Command Unit Movement Officer	NGB	National Guard Bureau
ITV	In-transit visibility	NTAT	Not To Accompany Troops
ISO	International Organization for Standardization	NTC	National Training Center
ISU	Internal Airlift/Helicopter Slingable Container Unit	OCIE	Organizational Clothing And Individual Equipment
ISA	Intraservice Support Agreement	OCONUS	Outside Continental United
ITO	Installation Transportation		

OPCON	States Operational Control				Automated Command and Control Information System
OPLAN	Operation Plan				
OPORD	Operation Order	TC-AIMS II			Transportation Coordinators' Automated Information for Movement System II
PAX	Passenger				
PBCR	Portable Barcode Reader				
PBO	Property Book Officer				
PCS	Permanent change of station	TCC			Transportation Component Command
PLL	Prescribed Load List	TCMD			Transportation Control And Movement Document
PLS	Palletized Load System	TCN			Transportation Control Number
POD	Port Of Debarkation	TCP			Traffic Control Point
POE	Port Of Embarkation	TCS			Temporary Change Of Station
POI	Program of Instruction	TDA			Table of Distribution and Allowances
POL	Petroleum, Oils And Lubricants	TEA			Transportation Engineering Agency
POM	Preparation For Overseas Movement	TGTM			Transportation Guidance Technical Manual
PPP	Power Projection Platform	TOE			Table of Organization and Equipment
PSA	Port Support Activity	TPFDD			Time-Phased Force And Deployment Data
PSP	Power Support Platform	TR			Transportation Request
QTY	Quantity	TRANSCOM			Transportation Command
QUADCON	Quadruple container	TTB			Training Support Brigade
RC	Reserve Components (ARNG and USAR)	TRICON			Triple container
RCAS	Reserve Component Automation System	TTB			Transportation Terminal Brigade/Battalion
RDD	Required Delivery Date	TUCHA			Type Unit Characteristics
RLD	Ready-to-load date	UE			Unit Equipment
RON	Remain Overnight	UIC			Unit Identification Code
RSC	Regional Support Command	ULN			Unit Line Number
SAAM	Special Assignment Airlift Mission	UMC			Unit Movement Coordinator
SEDRE	Sealift Emergency Deployment Readiness Exercise	UMD			Unit Movement Data
SI	Support Installation	UMO			Unit Movement Officer
SMC	Site Movement Coordinator	UMP			unit movement plan
SMCC	State Movement Control Center	UMT			Unit Movement Team
SOI	Signal Operating Instructions	USAR			United States Army Reserve
SOP	Standing operating procedures	USARC			United States Army Reserve Command
SPOD	Sea Port Of Debarkation	USPFO			United States Property and Fiscal Officer (ARNG)
SPOE	Sea Port Of Embarkation	USTRANSCOM			United States Transportation Command
STARC	State Area Command	UTC			Unit Type Code
STON	Short Tons (2,000 pounds)	UTES			Unit Training Equipment Site
SUN	Shipment Unit Number	WETS			Weekend Equipment Training Site
TALCE	Tanker Airlift Control Element				
TAT	To Accompany Troops				
TC ACCIS	Transportation Coordinator				

Section II

Terms

Accompanying supplies. Cargo, other than TOE/MTOE equipment items, which will accompany a unit from origin to POD, staging area, or objective area (See FORSCOM Reg 700-2).

Aerial Port of Debarkation (APOD). A station which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for entrance to the country in which located.

Aerial Port of Embarkation (APOE). A station which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for departure from the country in which located.

Air Mobility Command (AMC). An Air Force MACOM and one of the three Transportation Component Commands (TCCs). AMC is the air component to USTRANSCOM and as such is primarily responsible for strategic airlift of forces.

Allowable cabin load (ACL). The maximum payload which can be carried on a mission. It may be limited by the maximum takeoff gross weight, maximum landing gross weight, or by the maximum zero fuel weight. Maximum through load is limited to that which can be carried on the critical leg of a route segment.

Annex. A document appended to a basic plan or order to make it clearer or give further details.

Annual Training (AT). A period of full-time duty for members of the ARNG and a period of active duty for training for members of the USAR, required to be performed each calendar year. May be appropriate for gaining or sustaining individual or units skills. USAR training will be of a duration of not less than 14 days a year (exclusive of travel time). ARNG training will be for a duration of not less than 15 days a year.

American National Standards Institute (ANSI). The United States Standards organization that establishes procedures for the development and coordination of voluntary American National Standards regarding characteristics of consumer goods. An ANSI committee establishes specifications for standard size containers for use in

the United States. Represents the United States to the International Organization for Standardization.

ANSI/ISO Standards. Established standards for the design and construction of containers used in intermodal transportation systems with recommended procedures and specifications for their testing. The Department of Defense adheres to these standards to the maximum practical extent. The ANSI/ISO standard nominal exterior dimensions for surface containers are 8 feet wide; 8 to 9 feet, 6 inches in height; and vary in length from 5 to 53 feet. The standard nominal lengths are 20 feet and 40 feet.

Appendix. A subsidiary addition to a main paper. Details essential to the main paper but too bulky or numerous to include are embodied in appendices.

Army Mobilization and Operations Planning and Execution System (AMOPES). AMOPES, established by AR 500-5, is a single source document for policy, guidance and planning assumptions on strategic employment, mobilization of military and civilian manpower deployment of Army forces, and demobilization. As the Army supplement to JOPES, it ensures that the Army will plan and execute actions to provide and expand Army forces and resources to meet requirements of unified and specified commands under premobilization and postmobilization conditions. AMOPES is updated biannually.

Army National Guard (ARNG). The Army portion of the organized militia of the States, Commonwealth of Puerto Rico/District of Columbia, Virgin Islands, and Guam whose units and members are federally recognized.

Army Reserve Readiness Training Center (ARRTC). The ARRTC is located at Fort McCoy, WI. Unit movement officers/NCOs and staff planners are trained to plan deployments.

Army Strategic Mobility Program (ASMP) container. Any 20 foot ISO container funded by the Department of the Army for use by divisions with Division Ready Brigades. These containers are prepositioned at power projection installations, controlled by the ITO, and are not used for storage of sustainment or unit equipment.

Arrival/Departure Airfield Control Group (A/DACG). Organization provided by the FORSCOM-designated installation to perform aerial port functions during unit deployment/

employment/redeployment. A provisional organization.

Automated Airload Planning System (AALPS).

A computerized system used by UMOs and deployment planners to rapidly estimate total airlift requirements and to produce individual aircraft load plans. The system allows preplanned equipment deployment packages to be built, analyzed and maintained.

Automated Unit Equipment List (AUEL). One format of many for listing UMD. The AUEL consists of a printed report format and a data file format for magnetic media and electronic transmission. The AUEL was first produced by FORSCOM as a joint initiative with MTMC. AUEL has become synonymous with the FORSCOM produced UMD reports. It is a computerized equipment list of on-hand equipment used to manifest unit cargo for movement. In addition, the data is used by transportation managers to identify movement requirements.

Available-to-load date (ALD) A date specified for each unit in a TPFDD indicating when that unit will be ready to load at the POE

Basic load. The quantity of supplies required to be on hand within, and that can be moved by, a unit. It is expressed according to the wartime organization of the unit and maintained at the prescribed levels.

Bulk cargo. Cargo that is within the usable dimensions of a 463L pallet (84 inches by 104 inches), and within the height requirements established by the cargo envelope of the particular model of aircraft.

Classes of supply. The grouping of supplies by type into 10 categories to facilitate supply management and planning.

CLASS

- I Subsistence: Rations and gratuitous issue of health, morale, and welfare items.
- II Clothing, individual equipment, tentage, tool sets, and administrative and housekeeping supplies and equipment.
- III POL: Petroleum, oil, and lubricants.
- IV Construction materials.
- V Ammunition.
- VI Personal demand items.
- VII Major end items: includes tanks, helicopters, and radios.

- VIII Medical
- IX Repair parts and components for equipment maintenance.
- X Nonstandard items to support nonmilitary programs such as agriculture and economic development.

Civil Reserve Air Fleet (CRAF)

a. A group of commercial aircraft with crews allocated in time of emergency for exclusive military use in both international and domestic service.

b. This program uses the contractually-committed airlift and the support capability of United States Civil Air Carriers to augment Department of Defense airlift forces, international and domestic, during periods of increased airlift requirement.

Closure. In transportation, the process of a unit arriving at a specific location. It begins when the first element arrives at a designed location, e.g., SPOE/SPOD, intermediate stops, or final destination, and ends when the last element does likewise.

Closure time. The time at which the last element of a unit has arrived at a specific location.

Common Table of Allowances (CTA). An equipment allowance document which prescribes basic allowances of organizational equipment, and provides the control to develop, revise, or change equipment authorization inventory data. (Does not pertain to major military equipment.)

Common-use containers. Any 20 or 40 foot ISO container which is not assigned for use to a particular unit. The two categories are DoD and FORSCOM-owned. DoD common-use containers are managed by the MTMC JTMO. FORSCOM-owned common-use containers are available through the ITO. Units request common-use containers through the ITO for exercises, operations, and contingencies.

Computer Aided Loading and Manifesting (CALM). CALM is an automated Air Force designed and maintained system for producing AMC approved aircraft load plans and reports. CALM automatically computes the optimal configuration of cabin loads of C-130, C-141, C-5, and KC-10 aircraft by aggregating weights, volume, center of balance, and cargo compatibility.

Computerized Movement Planning and Status System (COMPASS). A FORSCOM-unique system designed to support unit movement planning and requirements for Active and Reserve Component

Units. This system provides the Automated Unit Equipment List (AUEL) containing Unit Movement Data (UMD), which reflects the go-to-war equipment profile of deploying units.

Concept Plan (CONPLAN). An operation plan in an abbreviated format that would require considerable expansion or alteration to convert to an OPLAN and OPOD.

Container Control Officer. A designated official (E6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of containers and intermodal equipment.

Containerization The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, security, packaging, storage, and transportation into a distribution system from source to user.

Continental U.S. Army (CONUSA). A FORSCOM subordinate command which assists ARNG and USAR training within its geographic area. Agents for mobilization planning and execution, for execution of general war plan contingency and DoD disaster relief activities. (First U.S. Army, Fort Gillem, GA, and Fifth U.S. Army, Fort Sam Houston, TX).

Contingency plan. A plan for major contingencies that can reasonably be anticipated in the principal geographic subareas of a command.

Controlled Cargo. Items which require additional control and security as prescribed in various regulations and statutes. Controlled items include money, negotiable instruments, narcotics, registered mail, precious metal, alloys, ethyl alcohol and drug abuse items.

Coordinating installation (CI). An installation assigned to coordinate specified types of intra-service support within a prescribed geographical area.

Critical container. A container stuffed with unit equipment that would degrade EOH/ER "C" level on a unit's Unit Status Report or affect a unit's ability to perform its mission. Example: containers stuffed with individual weapons, tools and test sets critical to that type unit's mission.

Defense Transportation System (DTS). The infrastructure supporting DoDs common-user transportation needs. The DTS consists of military

and commercial assets, services, and systems organic to, contracted for, or controlled by DoD.

Departure Airfield Control Group (DACG). The organization provided by the FORSCOM-designated installation which will control the unit to be airlifted from the marshaling area until released to the TALCE at the ready line.

Deployment. In the strategic sense, the relocation of forces to desired areas of operation.

Deployment and Deployment Systems Department (DDSD). Located in the US Army Transportation School at Fort Eustis, Virginia to train Unit Movement Officers/NCOs and staff planners of all Services to plan strategic deployments. Formally known as the Joint Strategic Deployment Training Center.

Deployment Equipment List (DEL). The term was developed by TC ACCIS to distinguish between FORSCOM produced UMD reports/AUEL and TC ACCIS produced. The term has evolved to mean an AUEL tailored for a specified/directed move.

Deployment Support Brigade (DSB). The Deployment Support Brigades (DSBs) are USAR units under operational control of MTMC in direct support of installations for unit deployments. In their direct support role, the DSBs primary mission is to assist the installation UMC to ensure unit equipment is properly prepared and correctly documented prior to departing the installation and, subsequently, that it arrives at the port IAW call forward movement schedules. Based on requirements identified by the installation and deploying unit in coordination with the port, the DSB can assist in preparing movement documentation, provide hands-on training/guidance in equipment preparation and tie-down procedures, and provide liaison between the port command and UMC/IC-UMO.

Destination. The station or location in the objective area where the unit will be employed. For some units, the destination may be the same as their POD.

Direct deployer. An RC unit that moves directly from HS to a port of embarkation and deploys without post mobilization training.

Earliest arrival date (EAD). A day, relative to C-day, that is specified by the supported CINC as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of

debarkation during a deployment. Used with the latest arrival date (LAD), it defines a delivery window for transportation planning

Early deploying units. Those units deploying within the first 44 days in support of a specific OPLAN. Those units deploying with a LAD earlier than 30 days.

Equipment Concentration Site (ECS). An equipment storage area where USAR equipment not necessary for home station training can be located for annual training, multiple unit training assembly, or mobilization.

Equipment Deployment and Storage System (EDSS). Unit owned containers. QUADCON containers are normally used for deployments by sea and Internal Airlift/Helicopter Slingable Container Units (ISU 90 and ISU 60) are normally used for air deployments. The EDSS container is a CTA item. Units must ensure all EDSS containers are reflected on their AUEL.

Expedited Movement Reports (EXMOVREP). These are prepared by the unit movement officer to relay advance and actual movement information on the departure and arrival of units.

Expendable supplies. Supplies that are consumed (such as ammunition, paint, fuel, cleaning and preserving materials, surgical dressings, drugs, and medicines) or lose their identity (such as repair parts). Repair parts, considered expended when issued, are dropped from accountability.

Flatrack. Topless, sideless ISO container. When loaded side-by-side in containership cells, multiple flatracks can be used between decks to accommodate over-width cargo.

Force closure. The point in time when a deployable unit arrives in theater of operations.

FORSCOM Mobilization and Deployment Planning System (FORMDEPS). Set of documents that provides guidance and procedures, and assigns responsibilities for planning within HQ FORSCOM, subordinate commands, mobilization stations, and reserve component units.

Garrison Support Units (GSU). USAR units assigned the mission to move on order to designated MSs to augment the existing installation staffs.

Commonly used to supplement installation A/DACGs or PSAs.

General cargo. See definition for bulk cargo.

Home Station (HS). The permanent location of ARNG, and USAR units (armories and USAR centers).

Institute of International Container Lessors (IICL). A technical committee consisting of container owners, operators, and manufacturers located in Bedford, NY, who prepare the Repair Manual for Steel Freight Containers.

Intermodal. Type of international freight system that permits transshipping among sea, highway, rail and air modes of transportation through use of ANSI/ISO standard containers, line-haul assets, and handling equipment.

Intertheater. The movement between the CONUS and overseas areas or between overseas theaters.

Intraservice Support Agreement. Action by one military element to provide logistic and/or administrative support to another military element. Such action can be recurring or nonrecurring in character on an installation, area, or worldwide basis.

Joint Operation Planning and Execution System (JOPES). A total system successor to JOPS/JDS. It supports integrated planning and command control of mobilization, deployment, employment, and sustainment activities using an improved information system.

Large/heavy cargo item. A container, box, crate, pallet, or individual bare item of equipment which exceeds 72" in length or width, 67" in height, or 5,000 pounds in weight. These criteria also apply to the term "outsize/overweight" and provide a basis for identifying cargo with potential transportability limitations.

Latest arrival date (LAD). A day, relative to C-Day, that is specified by the supported CINC as the latest date when a unit, a resupply shipment, or replacement personnel can arrive at the port of debarkation and support the concept of operations. Used with the EAD, it defines a delivery window for transportation planning.

Loadmaster. The Air Force representative responsible for the overall supervision of the loading/off-loading operation of an aircraft.

Logistical support. The providing of billets, bivouac areas, meals, POL supplies, maintenance, medical, and/or other services at military installations or civilian agencies.

Mobilization and Training Equipment Site (MATES). Established for the prepositioning of select equipment needed for immediate availability in the event of mobilization and for providing assets to units conducting Annual Training (AT)/Individual Deployment Training (IDT) prior to mobilization.

Marshaling area. A location that the support installation designates to marshal units for shipment.

Materiel handling equipment (MHE). Equipment specifically designed for handling cargo in storage and on/offload operations in the transportation system.

Measurement ton. The unit of Volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40 (1MTON = 40 cubic feet).

Military Sealift Command (MSC). A major command of the U. S. Navy and the component of USTRANSCOM which provides designated common-user sealift for global movement by the Services.

Military Standard Transportation Movement Procedures (MILSTAMP). DoD Regulation 4500.32R provides policies and procedures required to manage and control movement of materiel through the Defense Transportation System. Applicable to all military services.

Military Traffic Management Command (MTMC). A major command of the U.S. Army and USTRANSCOMs component command responsible for designated CONUS land transportation, common-user water terminals and traffic management for global movement by the Services.

MILVAN. A military-owned container, conforming to United States and international standards, operated in a MTMC centrally controlled fleet to move military cargo. These containers are no longer being acquired. There are two types of MILVANs currently in use, general cargo and restraint. Restraint

MILVANs have a mechanical load bracing system designed for transporting ammunition.

Mobilization Movement Control (MOBCON). A DA program managed by the National Guard Bureau (NGB) designed to centrally control and provide intransit visibility for all Army convoys in CONUS. The Defense Movement Coordinator (DMC) in each state deconflicts Active and Reserve Component unit requests for movement using the MOBCON software. Participation by the other Services is voluntary.

Mobilization, Operations, Deployment, Employment Execution System (MOB/ODEE). The primary management tool used by HQ FORSCOM to determine force availability for mobilization, deployment and employment operations. MOB/ODEE is a computerized system utilizing Global Command and Control System (GCCS), and has been designated to provide a command and control management tool to meet crisis situations which require the mobilization of reserve component units and the subsequent deployment and employment of the federalized RC and active component units. The system identifies the forces selected to meet the crisis situation, makes available TPFDD and movement information and facilitates their management.

Mobilization Station (MS). The designated military installation (active, semi-active, or State-operated) to which an RC unit is moved for further processing, organizing, equipping, training, and employment, and from which the unit may move to a SPOE/APOE.

Mobilization Station Arrival Date (MBSAD). The notional date relative to a unit's call-up date that the main body of a unit is scheduled to arrive at its designated mob location.

Mode of transport. The various modes used for a movement. There are several means of transportation for each mode. They are: inland surface transportation (rail, road, and inland waterway); sea transportation (coastal and ocean); air transportation; and pipelines

Modified deployer. An RC unit that moves its equipment to an SPOE and unit personnel to an MS with a subsequent move to an APOE.

Movement directive. The basic document published by the Department of the Army or the Department of the Air Force, or jointly, which authorizes a command

to take action to move a designated unit from one location to another

Movement order. An order issued by a commander covering the details for a move of his command.

National Command Authorities. The president and the Secretary of Defense or their duly deputized alternates or successors.

Nested cargo. Secondary loads that can be moved as a separate item, such as trailers nested in cargo beds. This term is used in relation to cargo that can be separated at the port to accommodate the loading configuration of the ship, HAZMAT segregation, etc.

Non-air transportable. Any single piece of cargo which cannot be loaded on a C-5 or C-17 aircraft: cargo that exceeds the dimensions of either of the following:

- a. 1454 inches length by 144 inches wide by 156 inches high.
- b. 1454 inches length by 216 inches wide by 108 inches high.

Non-critical container. A container stuffed with unit equipment that would not degrade EOH/ER "C" level on a unit's Unit Status Report or affect a unit's ability to perform its mission. Example: containers stuffed with general supplies, cots and administrative supplies not critical to that unit's mission.

Non-organic transportation. Unit personnel and cargo for which the requirements transportation source must be an outside agency, normally a component of USTRANSCOM.

Operation Plan (OPLAN). A plan for a single or series of connected operations to be carried out simultaneously or in succession. It is usually based upon stated assumptions and is the form of directive employed by higher authority to permit subordinate commanders to prepare supporting plans and orders. The designation "plan" is usually used instead of "order" in preparing for operations in advance. An operation plan may be put into effect at a prescribed time or on signal and then becomes the operation order.

Operational Control (OPCON). The authority delegated to a commander to perform those functions of command over subordinate forces involving the composition of subordinate forces, the assignment of tasks, the designation of objectives, and the authoritative direction necessary to accomplish the mission.

Origin. The beginning point of a shipment. This point can be a military, other Government activity, or commercial vendor where deployment or resupply begins.

Outsize cargo. Equipment that exceeds capacity of C-141 aircraft.

Oversize cargo. Equipment that will fit on a C-141, but exceeds the usable dimensions of a 463L pallet (104 inches x 84 inches x 96 inches).

Piece count. A shipment unit contained in an equipment list (AUDEL/DEL). A shipment unit is one or more items assembled into one unit which becomes the basic entity for control within the transportation pipeline. For example, an M1A1 on a lowboy is a piece count of one shipment. If the trailer is offloaded at the port for shipment, it becomes two pieces.

Pilferable Cargo. Items which are vulnerable to theft because of their ready resale potential.

Port of Debarkation (POD). The geographic point (seaport or airport) in the routing scheme where a movement requirement will complete its strategic deployment.

Port of Embarkation (POE). The geographic point (seaport or airport) in the routing scheme where a movement requirement will begin its strategic deployment.

Port Support Activity (PSA). A flexible support organization composed of assets from a FORSCOM-designated installation which ensures the equipment of the deploying units is ready to load. The PSA operates unique equipment in conjunction with ship loading operations. The PSA is operationally controlled by the military port commander or TTB commander.

Power Projection Platform. Fifteen major Army installations that deploy high priority AC units and mobilize and deploy high priority RC units. TRADOC installations designated as PPPs will also conduct training base expansion missions and individual replacement operations. PPP installations are as follows: Forts Benning, Bliss, Bragg, Campbell, Carson, Dix, Drum, Eustis, Hood, Lewis, McCoy, Polk, Riley, Sill, and Stewart.

Power Support Platforms. Twelve active Army or federally activated state operated installations that perform TRADOC's training base expansion mission, mobilize both individual RC soldiers and units, serve as mobilization stations for designated ARNG Enhanced Brigades, and assist PPPs during operations. In addition, PSPs must plan to conduct strategic deployment. PSP installations are as follows: Aberdeen Proving Ground; Forts Buchanan, Huachuca, Jackson, Knox, Lee, Leonard Wood, Rucker; Camps Atterbury, Roberts, Shelby; and Gowen Field.

Preparation for Overseas Movement (POM). A period following post-mobilization training when units prepare for overseas movement. Includes acclimatizing personnel (uniforms), equipment, and supplies, inoculations, and personal concerns (power of attorney, will, storage of personal effects, etc.).

Prepositioned war reserve stocks. Stocks of materiel strategically placed in peacetime to meet increased military requirements upon an outbreak of war. These reserves are intended to provide essential support to sustain operations until resupply can be expected.

Protected Cargo. Those items designated as having characteristics which require that they be identified, accounted for, secured, safeguarded or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled, pilferable and sensitive cargo.

QUADCON. A quadruple container box 57.5 inches long by 96 inches wide by 96 inches high with a metal frame, pallet base, and ISO corner fittings. Four of these boxes can be lashed together to form a 20 foot ANSI/ISO intermodal container.

Qualified Inspector. An individual having within the past 48 months, successfully completed the Intermodal Dry Cargo Container/CSC Reinspection Course given by DAC, Savannah Army Depot, Savannah, IL.

Ready-to-load-date. The date when a unit will be ready to move from the origin, i.e., mobilization station.

Red line. A reference line on the load card which distinguishes cargo to be offloaded at the MS from that which is transported on that same vehicle all the way to the POE. The cargo listed below the red line on the load card is transported from the HS to MS

and permanently offloaded at the MS. The cargo listed above the red line is transported from the HS to the MS to the POE on the same vehicle. If the cargo remains the same from the HS to the MS to the POE no red line is required. There is no relationship between it and cargo height restrictions in TB 55-46-1. (RC only)

Redeployment. The transfer of a unit, an individual, or supplies deployed in one area to another area, to another location within the area, or to the zone of interior for the purpose of further employment.

Regional Support Command. An Army Reserve Command assigned a geographical area of responsibility.

Required delivery date. The date that a force must arrive at the destination and complete unloading.

Reserve Components (RC). The Reserve Components of the Armed Forces of the United States are the Army National Guard, Army Reserve, Naval Reserve, Marine Corps Reserve, Air National Guard, Air Force Reserve, and the Coast Guard Reserve. Each component has three reserve categories: the Ready Reserve, Standby Reserve, and the Retired Reserve.

Seashed. An oversized, open-top structure used as a ship insert, with a hinged work-through floor, used to adapt commercial container ships to carry military vehicles and oversized breakbulk cargo.

Secondary loads. Unit equipment, supplies, and major end items, which are transported in the beds of organic vehicles.

Sensitive cargo. Small arms, ammunition, and explosives which are a definite threat to public safety and can be used by militant, revolutionary, criminal or other elements for civil disturbances, domestic unrest, or criminal actions.

Shipment unit number. An AUEL generated "D", "E", "F", or "G" alphanumeric identifier used to document unit cargo. It is contained in the TCN.

Shipping configuration. The manner in which an item is prepared for shipment.

Significant change. As applied to UMD, a significant change is one which materially affects the movement problem or solution. For example, a change in either the origin or destination of a

movement will materially affect the movement problem. Changes in either passenger or cargo movement requirements which will increase or decrease the need for transportation equipment (aircraft, rail cars, buses, trucks, etc.) will materially affect the movement solution.

Short ton. 2,000 pounds.

Sortie. An operational flight by one aircraft.

State Area Command (STARC). A mobilization entity within the ARNG state headquarters and headquarters detachment that is ordered to active duty when ARNG units in that state are alerted for mobilization. It provides for control of mobilized ARNG units from home station until arrival at mobilization station. It is also responsible for planning and execution of military support for civil defense, land defense plans under the respective area commander, and military family assistance.

State Movement Control Center. The agency responsible for performing the convoy movement control responsibilities of the Adjutant General of each state.

Strategic airlift. The continuous or sustained movement of units, personnel, and material in support of all Department of Defense agencies between area commands or between the continental United States and overseas areas. Strategic airlift resources possess a capability to airland or airdrop troops, supplies, and equipment for augmentation of tactical forces when required.

Stuffing. The packing of cargo into a container.

Supercargo. Personnel that accompany cargo on board a ship for the purpose of accomplishing enroute maintenance and security.

Supplies. All items necessary for the equipment, maintenance, and operation of a military command, including food, clothing, equipment, arms, ammunition, fuel, materials, and machinery of all kinds.

Supported command. A command receiving and exercising operational control over contingency forces.

Supporting command. A command deploying forces to or providing other support to a supported command in a contingency operation.

Supporting installation. An installation or activity that provides specified types of support to off-post units and activities within a specific geographic area.

Table of Distribution and Allowances (TDA). An authorization document prescribing unit organization, personnel, and equipment for units which are generally support of training base units. It may contain civilian positions whereas a TOE or MTOE will not.

Table of Organization and Equipment (TOE). Prescribes the organization, personnel, and equipment required for a particular type of unit. Fielded units operate in terms of a modification TOE, or MTOE.

Time-Phased Force and Deployment Data (TPFDD). The computer-supported data base portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including:

- a. In-place units.
- b. Units to be deployed to support the OPLAN with a priority indicating the desired sequence for their arrival at the port of debarkation.
- c. Routing of forces to be deployed.
- d. Movement data associated with deploying forces.
- e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces.
- f. Estimate of transportation requirements that must be fulfilled by common user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources.

Times. All days, including C-Day, M-Day, and D-Day for deliberate planning are assumed to be 24-hours long. However, at execution they may be less since all days end at 2400Z.

a. **C-Day.** The unnamed day for planning on which movement commences in a deployment operation in support of a crisis. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements utilizing any of all types of transport. All movement required for C-Day preparatory actions or prepositioning of deployment support are expressed relative to this day as negative days. For execution the actual day is established under the authority and direction of the Secretary of Defense.

b. **D-Day.** The unnamed day on which a particular operation (i.e., land assault, air strike, naval bombardment, parachute assault, or amphibious assault) commences or is to commence.

c. **F-Hour.** The effective time of announcement by the Secretary of Defense to the military department of a decision to mobilize Reserve units.

d. **H-Hour.** The specific hour on D-Day at which a particular employment operation commences. The operation may be the commencement of hostilities; the hour at which an operation plan is executed or to be executed (as distinguished from the hour the order to execute is issued); or the hour that the operations phase is implemented, either by land assault, parachute assault, amphibious assault, air or naval bombardment. The highest command or headquarters coordinating the planning will specify the exact meaning of H-Hour within the aforementioned definition. Normally, the letter "H" will be the only one used to denote the above. However, when several operations or phases of an operation are being conducted in the same area on D-Day and confusion may arise through the use of the same hour designation for two or more of them, any letter may be used except A, C, D, E, J, M, or others which may be reserved for exclusive use.

e. **L-Hour.** The specific hour on C-Day at which a deployment operation commences or is to commence.

f. **M-Date.** Specified day an RC unit enters active duty. Effective date of mobilization specified in unit mobilization order.

g. **M-Day.** The term used to designate the day on which Full Mobilization commences or is due to commence.

h. **N-Day.** In deliberate planning, N-Day signifies a negative C-Day or the number of days preceding C-Day. In execution or time sensitive planning, N-Day signifies the day an AC unit is notified for deployment or redeployment.

i. **N-Hour.** The time of notice to deploy/redeploy an AC unit.

j. **R-Day.** Redeployment reference day.

k. **S-Day.** The day Presidential Selective Reserve Call-up (200K) is declared.

l. **T-Day.** The day Partial Mobilization is declared.

m. **X-Hour.** The effective beginning time of an exercise.

Transportation Control and Movement Document (TCMD). DD Form 1384. Provides the Airlift Clearance Authority and AMC with advanced information on all shipments entering the AMC system, and provides internal processing and onward movement tracking.

Transportation Component Command (TCC). There are three components of USTRANSCOM. The Army component is MTMC. The Air Force and Navy components are AMC and MSC, respectively.

Transportation Coordinator Automated Command and Control Information System (TC ACCIS). The Army's automated transportation system at the installation level for planning and executing unit movements. Enables units to create, update, or modify unit data for exercise and contingency deployments. In addition, provides installations the capability to transmit the data to FORSCOM and MTMC.

Transportation Coordinators' Automated Information for Movements System II (TC-AIMS II). An automated transportation system being developed to replace TC ACCIS. It is being designed for use by all the Services and will include most transportation functions required at the unit and installation level for unit movement.

Transportation Terminal Brigade/ Battalion (TTB). TTBs augment active MTMC major port commands, medium port commands and detachments, or activate strategic expansion ports, as directed by the MTMC Commander. TTBs serve as port operators at established SPOEs/SPODs, under the direction of strategic port managers, and activate expansion ports when directed by the MTMC Commander.

Unit Identification Code (UIC). A six-character alphanumeric code that uniquely identifies each active, reserve, and National Guard unit of the Army Forces.

Unit Line Number (ULN). A seven-character alphanumeric code that describes a unique increment of a unit deployment, i.e., advance party, main body, equipment by sea and air, reception team, or trail party in a JOPES TPFDD.

Unit movement data. UMD is a unit equipment/supply listing containing corresponding transportability data. Tailored UMD has been modified to reflect a specific movement requirement.

Unit owned container. Containers that have been identified as unit owned and controlled. These containers are listed on the unit property book. Units are to ensure these containers are on their AUCL and certified in accordance with DoD Regulation 4500.9-

R-1, Management and Control of Intermodal Containers.

Unit Training Equipment Site (UTES). A consolidation of ARNG organizational equipment at or serving an authorized weekend training site. Equipment is derived from and cannot exceed MTOE, TDA or MTDA authorization of home station allowances. Organization identity of all pooled equipment is maintained and all units using such equipment provide for normal organizational maintenance and reporting.

United States Army Reserve (USAR). A federal force consisting of individual reinforcements and combat, combat support, combat service support, and training type units organized and maintained to provide military training in peacetime and a reservoir of trained units and individual Reservists to be ordered to active duty in the event of national emergency.

United States Property and Fiscal Officer (USPFO). A National Guard officer in each State on active duty for the purpose of receiving and accounting for all federal funds and property in possession of the National Guard of that State.

United States Transportation Command (USTRANSCOM). A unified command with the mission to provide global air, land, and sea transportation services for DoD.

Unit type code (UTC). A JCS developed and assigned code, consisting of five characters which uniquely identify a "type unit".

Unstuffing. The removal of cargo from a container (also referred to as stripping).

Yellow TAT. Cargo which must accompany troops and which must be accessible during the voyage. For personnel traveling via commercial air, this is generally only that baggage that would fit under the seat. Yellow TAT will not be palletized for shipment.